

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4290.

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SATURDAY, JULY 11, 1903.

六拜禮

號一十月七英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
YOKOHAMA. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARR'S BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$15,500,000
Sterling Reserve \$10,000,000
Silver Reserve \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TONKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. Goetz, Esq.
G. H. MEDHURST, Esq.
C. Michelson, Esq.
H. Schubert, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital " 324,374

HEAD OFFICE—HONGKONG.
Board of Directors: J. Scott Harston, Esq.
Chow Tung Shing, Esq.
J. Lau, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner, on Saturday Nights.

Hongkong, 15th November, 1903. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	BENGAL..... A. L. Valentini.....	About 16th July	Freight and Passage.
LONDON, &c.....	BALLAARAT..... F. R. Summers.....	Noon, 18th July	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY..... (Calling at Penang if sufficient inducement offers).	PEKIN..... C. R. Longden, R.M.R.	Noon, 13th July	Freight only.
SINGAPORE, COLOMBO and BOMBAY..... (Calling at Penang if sufficient inducement offers).	MAZAGON..... S. Hall.....	About 24th July	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 9th July, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAMBURG.....	WEDNESDAY, 22nd July.
PRINZ HEINRICH.....	THURSDAY, 6th August.
SACHSEN.....	THURSDAY, 20th August.
KIAUTSCHOU.....	THURSDAY, 3rd September.
BAVERN.....	THURSDAY, 17th September.
ZIETEN.....	WEDNESDAY, 30th September.
SEYDLITZ.....	WEDNESDAY, 14th October.
ROON.....	WEDNESDAY, 28th October.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 22nd day of July, 1903, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 20th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 21st instant, and will be received at the Agency Office until NOON, on TUESDAY, the 21st instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS. [563c]

Hongkong, 10th July, 1903.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA, at the price, to be had in China.



1903.
GUMSHAW
TEA

LANE, CRAWFORD & CO.
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [732c]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.
SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to
THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL).
This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open on the COOL SOUTHERLY BREEZES in Summer.

THE BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.
PICNIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.
A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.
SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.
WM. FARMER,
Proprietor.

E. G. JORDAN,
Manager.
[641c]

Intimations.

"I hear they want more"



Bovril
is the best beverage;
because it not only stimulates, but tones-up and builds-up body and brain.
Added to gravies, hashes, stews, etc., BOVRIL makes them immensely stronger, richer, and more palatable and nourishing.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Isabakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
N. INUZUKA, Manager, Hongkong. [563c]

THE DISTILLERS Co., LIMITED.

GIN. WHISKY.
D. C. L.
"OLD TOM"
"DRY"
Per Doz. - - \$9.00
Per Doz. - \$16.50

SOLE AGENTS:
H. PRICE & Co.,
12, Queen's Road.
Hongkong, 26th January, 1903. [952c]

AQUARIUS

MINERAL WATER
SILENT WATER
TONIC WATER
GINGER ALE
LITHIA WATER
GINGER-BEER (STONE BOTTLES).

Telephone No. 75.
All the Company's Waters are manufactured from TREBLE-DISTILLED water—nothing can be purer. Mere FILTRATION IS QUITE INEFFECTUAL for destroying the worst organisms that water may contain.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
16, Queen's Road, Hongkong, 23rd June, 1903. [12]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.

DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS:—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

JAS. D. M. CAMERON,
Manager.
Hongkong, 5th May, 1903. [555c]

MARLBOROUGH HOUSE.

31, 33, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

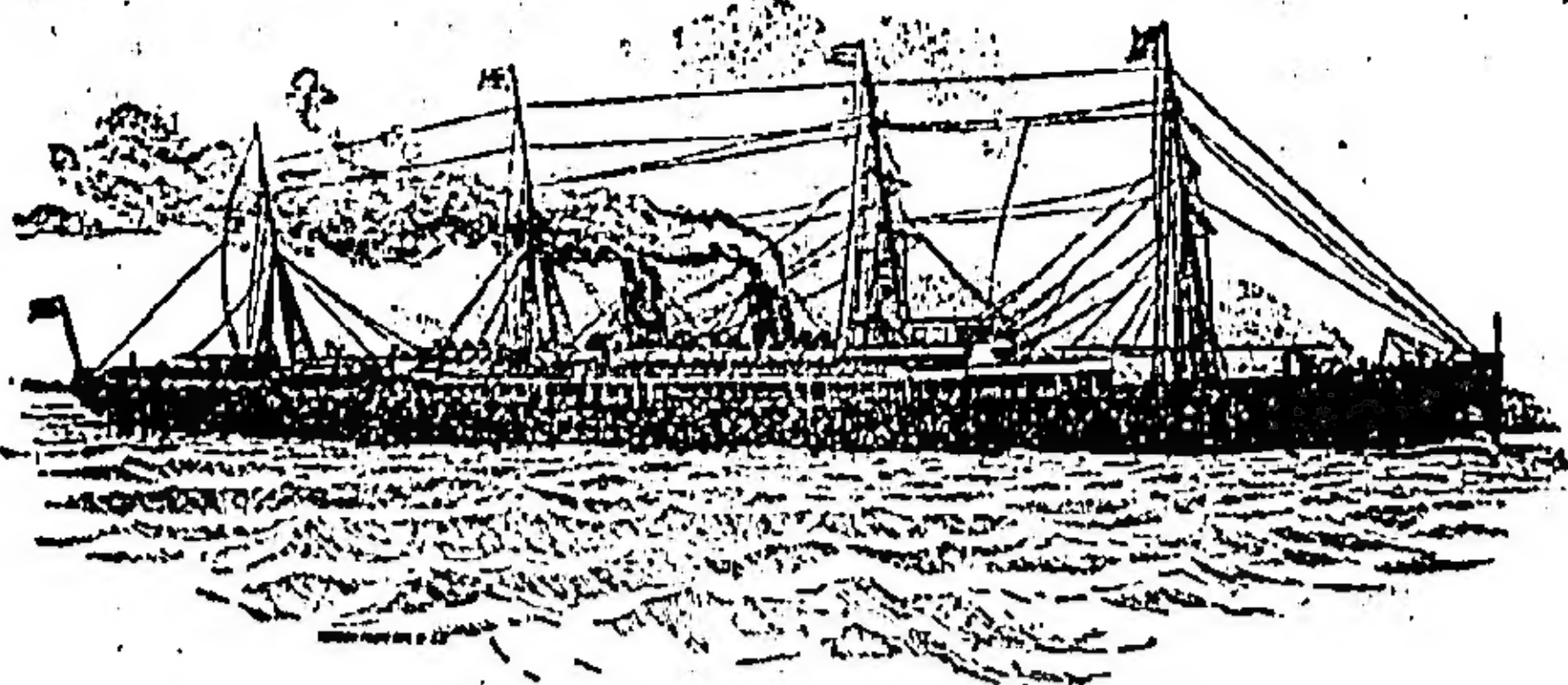
THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.

Shanghai, 6th June, 1903. [674c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GABRIEL"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"OLGA"	SATURDAY, 22nd August, at Noon.
"NIPPON MARU"	TUESDAY, 1st September, at Noon.
"SIBERIA"	TUESDAY, 8th September, at Noon.
"COPTIC"	WEDNESDAY, 16th September, at Noon.
	SATURDAY, 26th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 21st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th July, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th August.
"TARTAR"	4,425	WEDNESDAY, 23rd September.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 7th October.
"ATHENIAN"	3,882	WEDNESDAY, 21st October.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 4th November.
"TARTAR"	4,425	WEDNESDAY, 18th November.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 16th December.
"TARTAR"	4,425	WEDNESDAY, 30th December.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Shipped through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
NURNBERG	HAVRE and HAMBURG.	17th July.	Freight.
WURZBURG	(Calling at SINGAPORE and PENANG.)	29th July.	Freight and Passengers.
BADENIA	HAVRE, BREMEN and HAMBURG.	12th August.	Freight.
Röden	(Calling at SINGAPORE and PENANG.)	26th August.	Freight.
SITHONIA	HAVRE and HAMBURG.	9th Sept.	Freight and Passengers.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)	23rd Sept.	Freight.
KONIGSBERG	HAVRE and HAMBURG.	about middle of August.	—
Mayer	(Calling at SINGAPORE and PENANG.)	—	—
ANDALUSIA	HAVRE and HAMBURG.	—	—
von Döhrn	(Calling at SINGAPORE and COLOMBO.)	—	—
ARABIA	NEW YORK	—	—
Eble	VIA SUZ CANAL.	—	—

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons	Captain H. D. Jones.
"HONGKONG"	2,338	G. F. Morrison, R.N.R.
"PLATON"	2,200	A. W. Jones.
"HANKOW"	3,073	C. V. Jones.
"KINSHAN"	2,800	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5:30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday from Macao to Hongkong daily at about 7:30 A.M. (Sundays excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas.

"SAINAM," 588 tons, B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

Antimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex
Factory.
In Bags of 250 lbs. Net £3.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th May, 1903.

MACEWEN, PRICKEL & CO.

have undertaken the Sole Agency in
Hongkong for



A Pure LAGER BEER excellently
Suited for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts.
or
\$2.00 per doz.

3, Duddell Street,
Hongkong.

18th June, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITE RED HANI
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS-STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.
Hongkong, 10th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March 1903.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 20, Connaught Road Central.

Hongkong, 9th February, 1903.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

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change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

THEY HAVE ARRIVED

57
Varieties

of good things
for
the table.

Do you know

that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?

THE MUTUAL STORES,

25, Des Voeux Road Central.

Hongkong, 29th June, 1903.

[553c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[573c]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[533c]

GO TO THE
KOWLOON HOTEL,
KOWLOON.

R. F. DALY,
Manager.

J. W. OSBORNE,
Proprietor.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.
CONNAUGHT HOUSE.

954c]

CHINESE AMERICAN COMMERCIAL
COMPANY.

司公美華

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 21, CONNAUGHT
ROAD opposite DOUGLAS PIKE.

Hongkong, 1st May, 1903.

MEE CHEUNG,
PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
100-Hours-Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.

Hongkong, 29th September, 1903.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

FINE DELICIOUS AND JUICY
CALIFORNIAN MUSK MELONS!

AMERICAN WATER MELONS!

AND
HIGH CLASS VEGETABLES IN
SEASON,
FRESH DAILY.

Can be obtained from
CHING SHAN CHAN,
No. 42, Central Market.

Hongkong, 1st July, 1903.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902.

Hongkong, 28th November, 1902.

Hongkong, 28th November, 1902.

Hongkong, 28th November, 1902.

Hongkong, 28th November, 1902.

Hongkong, 28th November, 1902.

Intimations.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road Central, Victoria, Hongkong, on MONDAY, the 13th day of JULY, 1903, at 11 in the FORENOON, when the SUBJOINED RESOLUTIONS which were passed at a Meeting held on 27th JUNE, 1903, will be submitted for Confirmation as SPECIAL RESOLUTIONS:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and accepted by the allotment to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."

3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenure Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof to be appointed as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debenures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenure holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debenures to be issued in the shape of Bonds for \$1,000 or \$500 each at the Debenure holders' option respectively but so that the aggregate amount in value of such Debenures taken together shall not exceed the sum of \$200,000. The Bonds for \$1,000 and in respect of the said Debenures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debenures shall not be entitled to be repaid more than the face value thereof. The said Debenures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say: No portion of the amount paid in respect of any of such Debenures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenure to each and every holder thereof

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years;"

(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;"

(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years;"

(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years;"

SHEWAN, TOMES & CO., General Managers.

Hongkong, 27th June, 1903. [763e]

THE CANTON LAND COMPANY, LIMITED.

THE FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICE, No. 14, Des Voeux Road, Hongkong, on SATURDAY, the 18th July, 1903, at 11 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 18th July, 1903, both Days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th July, 1903. [808e]

A CURE FOR ASTHMA!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, Whooping Cough, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physician Grimault's Matico is the best remedy in the treatment of Catarrh of the Prostate, Gleet, Gonorrhoea, and all the various affections of the Urinary System, which are the result of the inconvenience of polluted water.

MATIO INJECTION is used in recent MATICO CAPSULES in chronic cases GRIMAULT & CO., Paris, sold by all Chemists.

Intimations.

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE:

THIS SEASON'S PIANOS, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

SQUIRE (Owner's Property).....	Cost.	Selling.
SCHIEDMEYER, Upright.....	\$350	400
HOPKINSON.....	550	300
RUSSELL, Transposing.....	750	350
ROBINSON PIANO CO., LD., Transposing.....	760	500
RUSSELL, Transposing.....	775	500
APOLLO (Secondhand) Horizontal Grand.....	900	100
SPAETHIE, Upright Grand.....	475	490
CHAPPELL, Secondhand.....	675	225
KRELL, (Secondhand), Concert Upright Grand.....	800	450
NEEDHAM, (Secondhand), Upright Grand.....	800	450
ROBINSON PIANO CO., LD., Cottage.....	475	400
BROADWOOD.....	475	400
ROBINSON PIANO CO., LD., Do.....	650	450
Do.....	300	150
BIRD, Pianette, (Owner's property).....	—	285
ORCHESTRION.....	—	150
SCHIEDMEYER, (Secondhand).....	600	250
ROSENKRANZ.....	450	390
WERNER, Upright Grand (owner's property).....	—	450
RACHALS, (Secondhand).....	750	400

MUSIC CLEARANCE SALE.

Pop lar Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2. Song Folios containing over 100 songs by well known composers. Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores. Collections of Songs by Glover, Gatty, Roedel, etc.

Musical Sketch Books, Pianoforte Recitations.

DANCE ALBUMS, SONG FOLIOS, &c.

Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates. Clearance sale in 30th September only, to make room for new Stocks coming to hand.

Hongkong, 1st July, 1903. [415e]

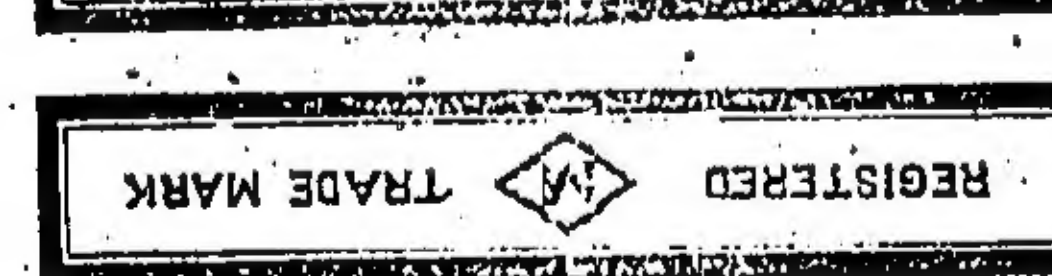
SAVARESSE'S SANDAL CAPSULES

Not made of Galls, most efficacious, because absolutely pure English Oil. Full directions. All Chemists. Insist on Savarasse's.

THE TRADE MARK ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that MURAI BROTHERS COMPANY, LIMITED, carrying on business at Tokyo, Japan, and elsewhere as CIGARETTE and TOBACCO MANUFACTURERS have, on the 6th day of February, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—



In the name of MURAI BROTHERS COMPANY, LIMITED, who claim to be the Proprietors thereof.

The TRADE MARK has been used by the applicants since the month of September, 1891, in respect of the following Goods: CIGARETTES AND TOBACCO BOTH MANUFACTURED AND UNMANUFACTURED IN CLASS 45.

Dated the 9th day of April, 1903.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 8, Des Voeux Road, Hongkong.

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, etc.—Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly, satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint. Effective from the first dose. Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

THE EASTERN EXTENSION & GREAT NORTHERN TELEGRAPH COMPANIES.

REDUCED CHARGES TO EUROPE.

COMMENCING the 15th instant, the Rate per word charged on Telegrams to Europe (except Russia and Caucasus) will be reduced from 7 francs 700 to 5 francs 500 and the Currency Rate, which is subject to revision, will be reduced from \$3.35 to \$2.65.

J. M. BECK, Superintendent.

Hongkong, 8th July, 1903. [803e]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1903. [25]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALAWAN," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., TO-MORROW. Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th July, 1903. [4]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL," FROM LIVERPOOL, MIDDLESBRO' AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 8th July, 1903. [803e]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 15th instant, at 9.30 A.M.

All Claims must reach us before the 18th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 8th July, 1903. [653e]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENVYLE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Hongkong, 8th July, 1903. [806e]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVEILL," FROM PORTLAND (OR.) YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 10th July, 1903. [1266e]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	TUESDAY, 14th July, at Noon.
J. Nagao.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	THURSDAY, 16th July, at 4 P.M.
KAGA MARU.....	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	FRIDAY, 17th July, at Daylight.
Geo. Anderson.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 17th July, at 4 P.M.
AWA MARU.....	KOBE.....	WEDNESDAY, 22nd July, at Noon.
N. Trenant.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 25th July, at Daylight.
YAWATA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	MONDAY, 27th July, at 4 P.M.
A. E. Moses.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 28th July, at 4 P.M.
KAGOSHIMA MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 31st July, at Daylight.
K. Kori.....		
TAMBA MARU.....		
J. Wale.....		
KINSHU MARU.....		
F. L. Pyne.....		
RIOJUN MARU.....		
N. Ohno.....		
KAMAKURA MARU.....		
H. Petersen.....		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 11th July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th July, 1903, at 8 A.M., the Company's Steamship "ERNEST-SIMONS," Capt. Dupuy-Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. "NERO," which vessel takes on her Passengers and Mails leaving that Port, on the 25th July, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 13th July, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th June, 1903. [1004e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Victoria.....	3,502	J. Pantou.....	Aug. 1
Pleasant.....	3,753	F. G. Purinton.....	Aug. 15
Olympia.....	3,837	J. Truebridge.....	Sept. 10

Steamers marked (*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through-Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th July, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

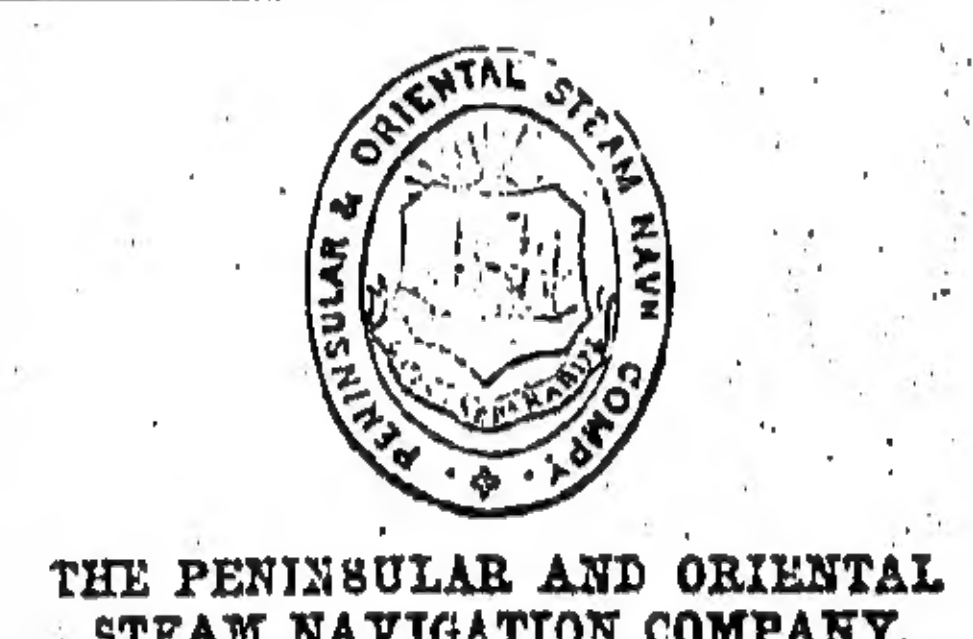
Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 3rd October, 1902. [1116d]



STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT," Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to

Intimations.

WATSON'S
HOUSEHOLD REMEDIES
FOR THE SUMMER.PRICKLY
HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

RINGWORM
REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD
AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 216.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1839.

A CHEE & CO.,
祥利廣.
17A, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
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Hongkong, 20th March, 1903. [1355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to
The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 11, 1903.

LOCAL AND GENERAL.

INSPECTOR James Williamson has been ap-
pointed Inspector of Nuisances at Aberdeen.

THE Admiralty has reduced the period for men
serving on the China Station from five to three
years.

LeMunyon will have another grand opening
Day and a Souvenir day as well; watch the date.
—Advt.

A CHINESE clerk employed at the Post Office,
has been charged for opening a newspaper,
and the case was adjourned until next Friday.

READERS are reminded of the open air concert to
be given this evening at the Volunteer
Headquarters. The programme will be com-
menced at nine o'clock.

CAPTAIN A. W. Outerbridge of the *Sungkiang*
was married by Bishop Brent at Manila on 7th
inst., to Miss Jessie H. Woodward, a former
hospital nurse. The couple will make their
home in Hongkong.

MARIA Gonzales, "Queen of Calocan," has
been discharged by Judge Rohde, at Manila,
on the charge of "bandolerismo," but the court
directs that the accused be arrested and tried
for sedition or treason.

IN Brazil the "giboiá," a kind of box, is largely
kept and sold for the purposes of keeping down
the rats and other vermin. They are quite
harmless, very beautiful and graceful, and sleep
all day, doing their hunting at night.

THE King's exequatur empowering Don
Eduardo Nuñez to act as Consul of Peru at
Hongkong, has been issued. Mr. Nuñez re-
ported his arrival and assumed charge of the
Peruvian Consulate on the 30th ultimo.

THE case in which a ricksha coolie was robbed
of \$1.20, while wheeling his vehicle along the
Shaikwan Road, was brought before Mr. T.
Sercombe Smith this morning, and the accused
was committed for trial at the next Criminal
sessions.

AT a launch in England recently of a mission
vessel, the customary bottle of wine was
dispensed with at the christening. Instead, a
bottle of oil—indicative of peace and calm—
was made fast to the bows of the vessel before
she left the ways.

CHINESE persons born in the Philippine
Islands are not required by law to register, but
if such persons make application, there is no
reason why they should not be given a certi-
ficate of residence in the same way as any other
Chinese person.

REPRESENTATIVES of one of the largest
syndicates in the United States have arrived in
Manila and are conferring with the Philippine
Transportation Improvement Co. concerning
the advisability of bringing to the island a
large amount of capital for various investments.

A DESPATCH from Constantinople to the
Figaro states that the Sultan has commanded
the Seras Kierat to order two heavy guns in
England which are to be used as patterns in
the Imperial foundry at Tofane. One gun is
to be a six inch quick-firer and the other of
larger calibre.

THE *Straits Times* understands on very reliable
authority that the bids for the Opium and
Spirit Farms have, in one instance at any rate,
reached a figure exceeding \$5,000,000, per
annum, and indeed approaching \$500,000,
per month. The present holders pay but
\$263,000 per month. "If anybody can afford to
offer half a million per month for the same
concession it is easy to realise what a delicious
financial picnic the present incumbents must
have been enjoying for the past year or two."

VERY great importance is being attached in the
official and diplomatic world to the recall of
Count Cassini, the Russian Ambassador in
Washington—for that he has been recalled
there is little ground for doubt. His Excellency's
relations with the United States
Government have, it is known, been for some
time very strained, chiefly because of the
unreliability of the assurances and denials
regarding China which he has given to the
American Government on various occasions.
The *Manchester Dispatch* observes that official
folk are now wondering whether he is to be
again sent to Peking.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

We shall have a Souvenir Day, soon but you
will have to pay us a personal visit as no chits
will go. LeMunyon.—Advt.

ACCORDING to the *Echo*, the Chinese of Penang
are discussing the advisability of forming a
Chinese Chamber of Commerce.

THREE Japanese training vessels are expected
to arrive in Manila about the middle of the
month with a large number of naval cadets
aboard. The vessels have already been to Aus-
tralia and are now en route to Manila, via
Japan. The ships will be received with
fitting ceremonies.

THE trustee of Aston Villa Football Club,
which altogether has provided £20,000 for char-
itable purposes, have presented to the board
of managers of the General Hospital, Birming-
ham, a cheque for £1,250, raised by subscrip-
tions, for the endowment of a footballer's bed.
This, it is stated, is the first case of footballers
endowing a bed in a hospital.

THE "Church and Stage" combine has another
illustration in Penang, where the Rev. Frank
W. Haines is stage-managing the preparation
of Pinero's comedy "Dandy Dick." The cast
is to include Messrs. J. B. Aitken, Harold Cold,
James Murray, Harry Neubronner, Orlo
Thomas, Robert Withers and Eitelbert Sker-
tchly, Mesdames Lisa Anthony, Muriel Bur-
hope, Flo Skerchly and Evelyn Thomas.

Don't forget the chits for they will not go.
LeMunyon.—Advt.

THE Manila *Times* states:—An important
commercial filing has just been made with
Registrar Barrera, and with it the Sulu Pearling
Co. launches itself into business life with a
paid up capital of \$25,000. This company will
operate in the Sulu Archipelago, which is said
to afford pearling fisheries equal to any in the
world. Well known and substantial Manila
citizens are at its head. The company mans
its own fleet, which will be among the best
equipped operating in this part of the Orient.
As yet the commercial importance of existing
pearl fisheries is, so to speak, unknown, but they
are known to be very rich, and much profit to
the industries of the Philippines may be ex-
pected through the operations of the company.

A WIRE to the *Cablenews*, dated New York,
July 7, says:—Seventy-five people are dead as
a result of the bursting of a dam at Oakford
Park, Pennsylvania. Many others were injured
by the frightful rush of water when the
retaining walls gave way. The terrible accident
occurred with hardly any warning, and those
in the path of the flood had no time to seek
safety. A great deal of valuable property was
destroyed, and many residences swept away.
The disaster recalls the Johnstown flood which
drowned many thousands, and which was also
caused by the failure of the walls of a reservoir
to retain the waters when swollen by heavy
rains. The State is rendering aid to the home-
less, and collections are being taken up to give
those rendered paupers a new start in life.

Now look out for LeMunyon's new store adv
It is a beauty.—Advt.

RAMEES David, book-keeper at the Kowloon
Hotel, and Abdul Kareem, ice cream vendor,
residing with him at No. 8, Austin Road, Kow-
loon, related at the Magistrate's this morning,
that at about 3.30 a.m. yesterday he heard a
noise in his room, and on getting up saw a
Chinaman trying to break open his trunk. He
immediately rushed at him, but the intruder
made for the balcony, and ere long was out in
the street. He gave chase, and directed his lodger
to report the matter at the station, which he
did. At 4.30 he returned home after a fruitless
chase, and making a search found that three
watches, an umbrella, a pair of silk slippers, and
a penknife were gone. An hour or two later
the thief was caught at Yaumati with the articles
in his possession, and was sentenced by Mr. Kemp
this morning to four months' hard labour.

SENATOR Dietrich of Nebraska said, in the
Senate in February last, "Both the great to-
bacco and sugar estates of the Philippines
have been so conducted that the great mass of
labourers on them never saw any money from
one year's end to the other. The pittance
which they received for their labour was given
in goods from the company's stores. In fact
they were always kept in debt and thus held
in semi-slavery." Hence the past and present
unrest. Weekly cash pay rolls are a quietus.
The senator further said: "Now that we have
possessions that can produce all of this coffee,
rubber, copra, cocoa, dye woods, spices and
other tropical products, I am in favour of
placing a protective tariff on them against the
rest of the world. We should do what is best
for our own people and the people of the Phil-
ippine Islands, for they are our own people.
The Philippine Islands are ours; why not
develop them instead of paying out millions
yearly to develop foreign countries?"

Four floors freshly painted and tinted and in
first class condition to rent. Inquire at C. E.
LeMunyon, New Store, 31, Des Voeux Road.
P. O. Box 368.—Advt.

THE MANILA-HONGKONG RUN.

Another big cut in first class passage rates
has been made, says the Manila *Times* of 29th
ult. Messrs. Smith, Bell and Co. announce that
on and after July 1st they will carry passengers
to Hongkong by their favourite steamers *Sung-
kiang* and *Wuchang* at the low rate of \$20
Mexican, and \$35 for the round trip ticket.

It is the intention of the management to run
the steamers on regular schedule, and there
will be sailings from Manila and from Hong-
kong every Wednesday at 4 p.m.

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HONGKONG ELECTRIC CO., LTD.

ANNUAL MEETING.

The fourteenth ordinary yearly meeting of
shareholders in the Hongkong Electric Com-
pany, Limited, was held at the Company's
offices, No. 4, Queen's Buildings at 12.30 this
afternoon. There were present Mr. A. G. Wood
(Chairman), Hon. Sir C. P. Chater, C.M.G., Hon.
C. W. Dickson, Mr. G. H. Medhurst (directors),
Dr. I. W. Noble, Messrs. T. H. Reid, G. M.
Bain, J. T. M. Wheeley, J. R. Michael, R.
R. Roberts, Q. Baptist, and J. W. A. C.
Bonnar (Secretary).

The Secretary having read the notice cov-
ering the meeting,

The Chairman said:—The report and
accounts have been in your possession for some
time so, with your permission, I will take them
as read. I am sure that I may congratulate
you on the continued good results shown in the
accounts now before you; our net earnings
amount to the sum of \$75,167.41 available for
distribution, which enables us to pay a dividend
of 9%, or 1% better than we have hitherto
achieved and to write off \$34,741.11, a larger
amount than before, for depreciation of plant
and furniture and to carry forward \$3,453.00.
In making this provision for depreciation we
are continuing that policy which has been
steadily followed to keep us in a position to
meet the rapid but continued changes and im-
provements in electrical machinery and appli-
ances. Our manager, Mr. Wickham, is now
on leave and during his stay in England and
while on his return journey through the United
States he will avail himself of any opportunities
to gain information about any improvements
which are likely to be of advantage to us in the
alterations and extensions we may find it desir-
able to introduce. The use of the current for
light and power continues to show a steady
growth, being for this year the equivalent of
upwards of 22,000 lamps of 8 candle power
against 16,300 last year, are lighting remains
the same and the lifts operated by our service
have increased from 9 to 11. The expenditure
on working accounts has been in about normal
proportion with the increase of the company's
business, though we have been put to some
additional outlay for coals of a better, that is less
smoke making, quality to enable us to comply
with the requirements of the Public Health
Ordinances. Before moving the adoption of
the report and accounts, I shall be pleased to
answer any questions that shareholders may
wish to put.

There being no questions,
The Chairman proposed, and Mr. R. C. Wil-
cox seconded, that the report and accounts as
presented be adopted and passed.

Carried.

DIRECTORS.

Mr. T. H. Reid proposed the re-election of
Messrs. G. H. Medhurst and A. G. Wood as
directors.

Mr. Wheeley seconded and the motion was
carried.

AUDITORS.

On the proposition of Mr. J. R. Michael,
seconded by Mr. G. M. Bain, Messrs. Gershom
Stewart and C. W. May were re-elected auditors.

The Chairman:—That is all the business,
gentlemen. I thank you for your attendance.
The dividend warrants will be ready on Mon-
day morning, and can be had on application at
this office.

THE MYSTERIOUS CATTLE
DISEASE.

OUTBREAK IN THE PHILIPPINES.

At a recent meeting of the Hongkong
Sanitary Board, a minute was read from Mr.
A. Gibson, Colonial Veterinary Surgeon, re-
porting an outbreak of disease in the Kennedy-
town cattle depots. The President then stated
the Government had authorised investigation
into the disease, and that \$1,500 had been voted
to begin with. The actual cause of the disease
was not known, and to ascertain what it was
the Government Bacteriologist and the Colonial
Veterinary Surgeon were pursuing investiga-
tions.

We now learn from the Manila *Times*, of
30th ult., that a disease new to the Philippines
has broken out among the caribao which have
been shipped from Shanghai under the govern-
ment's contract, and it seems somewhat
similar to that which has been affecting the
cattle in the Kennedytown depots. The *Times*
says the disease is called variously cattle plague
or bovine pest and scientifically belongs to the
hemorrhagic septicaemia group. Of the
seventy five caribao so far received six have
died, one having succumbed within a week of
its arrival. The other cattle have been quar-
antined and are being watched carefully. There
is some doubt as to whether the cattle con-
tracted the disease in China or on board an
infected ship while on the way over, and in order
to clear up this point orders have been sent to the
government specialist in Shanghai to examine
all the cattle there. If the disease is found to
be prevalent there it is probable that shipment
of cattle on the government contract will be
stopped and a cattle quarantine established
against Shanghai and Hongkong, whereas dis-
ease supposed to be the same has been found
among the cattle. So far all the animals
afflicted have died and the statistics of the
disease show a mortality of 100% in Minnesota
in 1901, and from 80 to 90 per cent in 1902.
Several animals inoculated with the disease
at the government laboratories died of it within
twenty-four hours. The discovery of disease
among cattle imported from Hongkong and the
prevalence of such diseases as surra and
rinderpest among the cattle of the other
countries of the Orient from which cattle are
exported to the Philippines emphasizes the need
of a quarantine station for cattle at this port.

THE USE OF SEARCH
LIGHTS, ETC.

IN HONGKONG HARBOUR.

A Government notification, dated 26th ult.,
is printed in the *Gazette* of 10th inst., as
follows:—Officers in command of foreign
ships of war are informed:—

1.—That the use of search lights when in
the ports or waters of the Colony is prohibited
unless permission has been first obtained
from the Governor by application made
through the Colonial Secretary.

2.—That it is prohibited to make any ex-
amination or survey of the shores or waters of
the Colony, either from ships or by means of
boats.

3.—That in the event of their ships arriving
within the waters of the Colony after dark, they
are to anchor until daylight as near to Green
Island as possible, or in Junk Bay (Chung
Kwong O).

4.—That, except as provided in paragraph 3,
no portion of the waters of the Colony, except
the man-of-war anchorages, may be used as an
anchorage without permission having been
first obtained from the Governor by application
made through the Colonial Secretary.

THE POPE'S ILLNESS.

A *Cablenews* wire of 7th inst. reports:—Pre-
sident Roosevelt has sent Pope Leo XIII a
cablegram of sympathy. Dispatches from
Rome say that the aged pontiff cannot live
more than a few hours but that the whole world
is marvelling at his wonderful hold on life.
He continues at the very point of death. There
is intense curiosity as to the probable successor
to Leo XIII, and the newspapers are filled
with portraits and biographies of the leading
candidates. They are Cardinals Rampolla,
Oreglia, Serafino and Goiti. The Conclave is
preparing even now for the election of the new
Pope. Rome is filled with the prelates, and
about the Vatican a great crowd hangs day
and night. Messages are being received from
every monarch in the world.

Papal Delegate Guidi has received in Ma-
nila the following cablegram from Cardinal
Rampolla, Secretary of the Pope, and his prob-
able successor: "The Holy Father is in a
desperate condition. There has been no im-
provement. He is able to take nourishment
without repugnance. The Pope's mind con-
tinues perfectly clear."

Later in the evening of the 7th, Monsignor
Guidi received another cable as follows: "The
Holy Father is sinking fast, the climax coming
at 11 o'clock last night. The prayers of the
faithful are asked."

CADETS AND CANTONESE.

The following article from the *Straits Times*
will probably be of interest to some of our
readers:—

It costs the Government something in the
neighbourhood of \$5,000 to send a Cadet to
Canton for the purpose of his acquiring the
Cantonese dialect on the spot, and thus qual-
ifying himself for the Chinese Protectorate or any
other department of the Straits Civil Service
wherein a knowledge of some Chinese dialect
is essential. The theory is that Chinese may
not be acquired outside of China, and that a
practically thorough knowledge of one dialect
is necessary before the student should attempt
to learn another. China, as everybody in the
East well knows, is literally speckled with
dialects—all of them utterly different so far
as the actual words whereof they consist
are concerned, but all using the same written
language. Therefore it comes about that
whereas one man might use the word "which,"
as a relative pronoun, and another man would
pronounce the word "that," the two men
would use the same ideograph in writing it.
When the Cadet is sent to Canton, he has a
doleful time of it as a rule, and his practical
expatriation for a term of years in his early
manhood occasionally renders him different to
his conferees when he returns to his own sphere.
But then it is necessary that somebody in Gov-
ernment service should be able to understand
the language of the ubiquitous Chinaman; so
learn it somebody must. In this town alone,
we have some 20,000 pigsticker ignorant Chi-
nese coolies who are always getting themselves
into trouble through their lack of knowledge.
As Colonel Pennefather explained the other
day, in his Report as Inspector General of
Police, there is only one available official of
Government who understands their dialect—the
Hokien—and when one of them has to ex-
plain any trouble, he might as well be a
clucking dorking hen for all that any European
or native official that he is ever likely to find,
is able to understand a word of his grievance.
From this it may well be seen that it is
absolutely necessary that certain officials
should know Chinese. At this point the ques-
tion arises, why should the Cadet—a necessarily
intelligent student, as the fact of his having
passed into the Service attests—why should he
have to be expatriated in order to pick up
Cantonese? The answer to this has long been
that he can learn the dialect in no more con-
venient locality. This is a statement that can
now be refuted by facts. Some six weeks ago,
Mr. J. A. Russell—a son of Mr. John Russell,
the well known Director of the F. M. S.
Government Press at Kuala Lumpur—pre-
sented himself before Mr. Hare, the Secretary for
Chinese Affairs for the F. M. S. and the most
eminent sinologue in the country, to undergo
the regular examination for qualifying Cadets in
Cantonese. Mr. Russell, who is not a Cadet, and
is not yet twenty-one, succeeded in passing the
written examination "with credit" and the oral
examination "with great credit"—the exami-
nation having lasted a week. Now, Mr. Russell
has never been East of the Peninsula, and is
withal the youngest man—the first youth, one
might say—who has passed the examination
requisite to qualify Cadets in Chinese. It was

unnecessary for him to do so, yet he did it "off
his own bat," so to speak, and is now com-
mencing the study of the Hakka dialect, which
is the language almost entirely in vogue among
the coolies and others who work in the mines
of the Native States. So far as we can gather,
Mr. Russell acquired all the Chinese he knows
—written and conversational—in Kuala Lum-
pur. The knowledge that he there assimilated
was more than satisfied the examiner. It would
therefore seem plain to the most casual ob-
server that what Mr. J. A. Russell (*act. XX*) has
been able to accomplish on his own account,
—under now existing circumstances, and while
earning his living at his profession during the
day—might also be accomplished by a Cadet
holding aspirations in that direction, especially
if he had nothing else to do save to study, and
were to be assisted in his studies by a Gov-
ernment whose object it is to produce Ca-
dets with a knowledge of Cantonese, even at the cost of
sending them to Canton to learn that dialect.

THE NILE OF 1903.

REVIVAL OF THE OLDEST CIVILISATION.

"What will the Nile Valley appear like 10
years hence?" is a question which Sir Will-
am Wilcocks, K.C.M.G., late Director-General of
Reservoirs, Egypt, has set himself to answer.

Fifty years hence, says Sir William, the sums
spent on irrigation works will have brought in
returns greatly in excess of the expenditure
laid out on them.

There will be communication by steam along
the whole length of the Nile Valley, and by
steamboat and by rail it will be possible to
proceed from Alexandria and Port Said to
Mombassa.

The Nile itself will be greatly altered. Its
waters, which to-day are lost in the greatest
and most terrible marshes the world has ever
seen, will traverse mighty weirs and dams.

At the Ripon Falls, where the Nile leaves
the Victoria Nyanza, there will be a huge dam
nearly a quarter of a mile long, while all around
will be electric stations and factories.

Fifty years hence Khartoum will be an im-
portant city—the terminus of three railways
and a line of steamers.

Indeed, if Sir William Wilcocks' forecast
turns out to be true the Sudan will be a
country overflowing with milk and honey. Be-
tween Dongola and Assouan the date-palm will
have much increased. Date cultivation will
have proved to be so profitable that improved
varieties of dates will have been introduced,
and, among them, varieties to equal the popular
golden dates of Algeria.

There will be a Ministry of Agriculture,
which will follow in the steps of the Agricultural
Ministry of the United States.

Through this, Ministry the prohibition of
tobacco cultivation will have been removed
from the Statute-Book, and the Sudan will be
one of the recognised producers of high-grade
tobacco.

Experimental farms and agricultural banks
will be introduced; floods will be prevented by
weirs across the Atbara.

The land will be as crowded in winter as
Switzerland in summer. Ostriches will be
reared by the thousand, and all down the valley
from Assouat to Cairo will be cotton and sugar
mills.

Cairo itself will be a well-built city with all
the architectural resources of modern civilisation
except a Bankruptcy Court.

£100 FINE FOR SMUGGLING.

A Customs officer, while on duty in Sydney
last month, noticed Ah Say, a sailor, belonging
to the steamship *Australian* go ashore from the
vessel, which was then in dock. To the officer's
eyes, Ah Say's outlines looked suspicious, and
he stopped and searched him, with the result
that he found four tins of opium concealed in
his trousers. At the Police Court Ah Say
pleaded guilty to a charge of smuggling. The
prosecutor asked the magistrate to inflict a
heavy fine as a deterrent. He said this offence
of smuggling opium was becoming very
frequent, and was a great injustice to honest
importers of the article. There were at the
present moment three of the crew of that vessel
in prison for offences of the kind. The magis-
trate imposed a fine of £100, in default three
months' gaol.

THE PLAGUE.

Four additional cases of plague were reported
during the twenty four hours ended at noon
to-day. They were all Chinese and ended
fatally. The number of cases since the be-
ginning of the year is 1,332.

SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) to-morrow.
French (*Yarra*) 14th inst.
Indian (*Kumsang*) 14th inst.
American (*Korea*) 16th inst.
Canadian (*Athenian*) 20th inst.
Australian (*Tsinan*) 21st inst.
Canadian (*Empress of China*) 27th inst.

The E. & N. s.s. *Empire* left Sydney on 8th
inst., for this port via Queensland Ports.

The C. & M. Co's s.s. *Rubi* left Manila
a.m., 11th inst., and is due here Monday noon.

The Shire Line s.s. *Merionethshire* left
Singapore on 9th inst. for this port and is ex-
pected here on or about 15th inst.

The C. N. Co's s.s. *Tsina* from Australia
Ports left Port Darwin to-day, for this port via
Manila and is expected to arrive on 21st inst.

TELEGRAMS.

(Reuter's.)

Natal and Chinese Labour.

LONDON, 9th July.

The Natal Legislative Council has rejected a motion condemning the importation of Chinese labour.

President Loubet in England.

President Loubet dined with Lord Lansdowne and afterwards attended a State ball at Buckingham Palace, the first since the King's accession; two thousand guests were present.

President Loubet has left England.

The Continental Sugar Manufacturers.

At a conference at Brussels of the sugar manufacturers of Russia, Austria, Hungary, Germany, France, Belgium and Holland, it was resolved to restrict the export to Great Britain with the object of maintaining the price in Europe and raising the English prices by one or two francs.

LATER.

The Pope's Illness.

The Pope really appears to be rallying; yesterday he conferred for a long time with Cardinal Rampolla dealing with important affairs with perfect lucidity.

The United States Squadron at Portsmouth.

The United States Squadron, lately at Kiel, is now making a long stay at Portsmouth where they are greatly feted.

Henley-Regatta.

The Berlin Rowing Club won the silver goblets at Henley, the first time a foreign crew has won.

HONGKONG WEATHER.

From an extract of meteorological observations, made at the Hongkong Observatory we learn that during the month of June 25.230 inches of rain were recorded the heaviest downpour being on Sunday, 28th ult., when 8.305 inches fell, which, taken in conjunction with the previous day's rainfall (6.045 ins.) is a very fair sample of wet weather. There were 151.6 hours of sunshine recorded during the month, the maximum temperature averaging 86.4°, the mean, 82.0°, and the minimum, 78.5°. The 12th ult. was the hottest day, the maximum temperature being 90.5°, mean 84.4°, and minimum 81.4°.

CANTON LAND CO., LIMITED.

The following is the report for presentation to the shareholders at the fifth ordinary general meeting to be held at the office of the general managers on Saturday, 18th inst., at 11 o'clock a.m.

Annexed we have the pleasure to submit to shareholders a statement of the Company's accounts made up to 30th June, 1903. The balance at credit of profit and loss account including \$470.47 brought forward from last year's account is \$7,423.12 which it is proposed to appropriate as follows:

To place to Reserve Fund \$2,000.00
To carry forward to new account. 423.02
Consulting Committee.—Messrs. Chau Tung Shing, Poon Man Hing, Fung Wa Chun and R. Shewan offer themselves for re-election.
Auditor.—The accounts have been audited by Mr. W. Hutton Potts.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 9th July, 1903.

Statement of Accounts for the year ending 30th June, 1903.

PROFIT AND LOSS.

Auditor's fee \$ 25.00
Head Office General Charges 162.25
Canton General Charges 133.00
Exchange 39.20
Rates and Taxes 159.77
Balance 2,423.12

Balance from last Account... \$ 470.47
Total rents \$4,659.59
Less Uncollected rents,
Commission &c. 2,268.80

Interest 131.08

BALANCE SHEET.

Liabilities.

Capital 1,000 Shares \$66,000.00
Less 340 Shares unissued... ..
660 Shares fully paid up at \$100 \$66,000.00
Reserve Fund 5,000.00
Yan Wo Chan, deposited as security for rent 348.18
Sundry Creditors 1,309.28
Balance of Profit and Loss account... 2,423.12

Assets.

Cost of Property in Canton. \$66,438.00
Sundry Debtors 668.27
Hongkong and Shanghai Banking Corporation 8,079.08
Cash in hand 95.23

Balance of Profit and Loss account... 2,423.12

I have compared the above statements with the books and vouchers of the Company, and found the same in accordance therewith.

W. HUTTON POTTS,

Auditor.

Hongkong, 9th July, 1903.

ASK for ASAHI JAPANESE BEER—G. Giraull

THE FAMINE IN KWANGSI.

The Hon. Gershom Stewart, hon. secretary of the Kwangsi Famine Fund, has received the following communication from the Rev. Goff:—

NANNING, Kwang Sai, June 29th, 1903.

Dear Mr. Stewart.—In company with Rev. Norman Mackenzie I left Kwai Un on June 9th en route for Nanning. We sailed on a house boat belonging to the French Consul of Lungchow kindly lent to us for the purpose. The rice amounting to 244,068 catties was carried in seven cargo boats.

It had been our expectation before coming to Kwai Un to load rice in 10,000-catty boats, but the necessary number of vessels for this purpose was not available.

I may also say that the special trackers, promised (I understood) to Mr. Clement, were not provided at any point through out the whole route, neither had Mr. Fletcher heard anything of this matter. The Magistrate sent twenty soldiers to escort us to Wangchau, and they were distributed among the seven rice boats. A start was made at 2.45 p.m. on the 9th June. A few minor accidents resulting in the loss of considerable time delayed us at various points on the way.

We reached Wangchau on Wednesday, June 17th, at 6.0 a.m. and from there sent you a message "Arrived Wangchau. No special trackers provided as promised. P.O. res. slow. Goff." (Approximately the wire was such. I did not take a duplicate). Also at this place we received a wire from Mr. Hinkey, at Wing Shun "Awaiting you here.—Hinkey." To this we replied: "Received your telegram. Hope arrive Wing Shun twenty-first."

We sent our cards to the Yamen but learnt that the magistrate had already left for Nam Heung.

The Kwai Un magistrate's soldiers were left here, according to understanding, and we proceeded without escort but not minus peace of mind.

We arrived at Nam Heung on Thursday, June 18th, at noon. Four soldiers presented themselves to say that the Wangchau magistrate had left for a village some distance away and had sent them to act as escort to Wing Shun. On inquiry, found that magistrate had not supplied them with sufficient rice for journey, and regarding as ridiculous an escort of four soldiers for eight boats, declined the escort and gave soldiers our cards to produce as proofs that they had communicated the magistrate's message to us.

We arrived at Wing Shun, Sunday, June 21st, at 9.45 a.m., and here we were very pleased to meet Mr. Hinkey. He informed us that Mr. Worsnip had already left for Wuchow, and he also conveyed the information that for some weeks the gentry of this place had been distributing rice gruel every day to about 1,000 people, including men and women, and that the portions given out the previous day had been very small and he therefore thought they had reached nearly the end of their resources. In company with him we visited the distributing centre and were glad to notice that the general condition of the people was much better than in Kwai Páng.

We had a conference with the gentry. They were heartily in sympathy with our suggestions to distribute unboiled rice instead of gruel, and to do so every third day in minimum portions of 12 oz. (Chinese), and giving two or more times this quantity according to the pressing nature of the individual's need. In conference with Mr. Hinkey we decided to leave 50,000 catties here on behalf of United States Consul. Later in the day we had an interview with the magistrate, at which several of the gentry also were present. They seemed to be in hearty sympathy with our object and promised an escort of soldiers up to Nanning.

In consultation with Mr. Hinkey it was thought advisable that either Mr. Mackenzie or self remain to assist Mr. Hinkey who had not yet any experience in the distribution of famine relief. Accordingly it was decided that Mr. Mackenzie remain for the present. In order to obviate any delay, 1,150 catties of rice were immediately transferred from one boat to the most heavily laden junk, making her total cargo 50,035 catties, and she was left at Wing Shun, the remaining six rice boats leaving the following morning at daybreak en route for Nanning. At Wing Shun Mr. Hinkey kindly lent me his colporteur, who is familiar with the district, for the journey to Nanning.

I found him most useful.

Reached Ling Li same evening at 5.45. With colporteur walked through the destroyed village to the one behind; now recognized (I understand) by name of Ling Li.

All the elders were away at market. Spoke to several people. They assured us they had sufficient rice to last till harvest, due in a month. Colporteur and self both felt that the people were much afraid we "had come to take away their country," so did not wish any connection with us.

Requested one household and other people whom we met to inform the elders of our arrival on their return this evening and ask them to come to boat to see me. Afterwards had conversation with some people living in temporary premises on bank of river and found that there were several needy cases amongst them.

Elders did not come during the evening. Next morning as time was most precious and I wished to hurry on, I asked all the needy people to come down for rice at daylight. Comparatively few responded whilst many sat higher up on bank of river watching operations, but seemed quite indifferent to receiving rice. Gave out 600 catties, presenting each person with 10 catties, then left. I could not feel justified in consigning rice for free distribution to irresponsible people.

Arrived at Cheung T'ong same day at 12.30 p.m., first rice boat mooring at 3 p.m. (Rice

boats progressed much more slowly than boat on which I was travelling).

With colporteur went to visit leading gentlemen of the place, but with the exception of two, Messrs. Man and Sin, they were all away on public business, and would not be back for two or three days. Had conversation with these gentlemen who referred to Mr. Clement's visit and seemed disappointed to hear he was not with me. They informed me that Cheung T'ong itself was no longer needy, as the first rice was now matured and was being consumed, but in the villages near by, inland from the river bank, the rice was not quite ready. They requested 10,000 catties only, and assured me that would be sufficient.

I suggested to them as they had convenient centre, that they adopt the practice at Kwai Páng of distributing every three days and giving unboiled rice. Twelve oz. (Chinese) to be the minimum portion and up to three catties according to need.

They promised to adopt this suggestion and to send me regularly a report of the work done. They expressed themselves as quite clear on three details over which I feared there might be misunderstanding, viz:—

(i) The rice was for free distribution only, not for cheap sale.

(ii) It is to be distributed unboiled.

(iii) That the responsibility for, and expense of carrying up from, boat is their business.

Unloaded 10,000 catties and set sail at 5 p.m. Arrived near village called Cham Pan Hui at 6 p.m., on opposite side of river from Cheung T'ong. The people called to ask for help. Went into the place and found it in a very dilapidated condition. The people were evidently in need. Some other villages were distant two and three miles. Persuaded them to send messengers and inform them that rice was here, for the needy only. Next morning Thursday, June 25th, at 6 a.m. distributed rice to people from this village, on river bank, 2,200 catties, giving to each person about 15 catties. Elders' names Leung and Ngan.

Gave to old gentleman from small place across the way consisting of twenty souls, 200 catties for distribution. Village called Ha Ho, elder's name Leung Man Chung. Afterwards people from villages in Chan Pan T'ui, sent to last evening, arrived, on river bank. They numbered 45, but leading man gave me detailed list of over one hundred people. Did not feel justified in giving out rice recklessly, so handed them for distribution, 800 catties. Elders' names Ngan Shi Shing, and Chan Yung Chai. Left this place at 8.30 a.m. and two hours later we neared a sandy beach on right hand river bank, saw a number of people assembled. They informed us they were from a village called Ngan Wan, elders' names, I think, and T'ang. Caused people to sit down in order. They numbered about 100. Distributed to each one in measures holding thirteen catties, and gave in all 1,300 catties.

Reached Po Min at 2.0 p.m.

With colporteur went to Shin T'ong and saw five of the leading members and most influential people of the town. They said that matters were very bad, that 1,500 people had been daily receiving rice gruel during the two months they had been distributing, but that the people who were really in need of rice were very many more. Harvest was not due for twenty days at least. They promised to see to distribution in the different villages on their side of the river, but told me plainly they could not undertake any place on the north bank. Decided to give them 40,000 catties. At the Shin T'ong also had conversation with gentlemen from villages on North side of river. Gave 6,000 catties to San Ch'ui (large place), 1,800 to Kam Ting, No San and No Tap (very small places) and 200 catties to Tam Hung. Finished weighing by dark.

Names of Po Mui Shin T'ong gentlemen whom I saw are:—

Ngan Pu Tsam (Headman). Ch'ing Yuk Tin. Tsam Wai Ch'ing. Pan Ka Sui. U Ka Kon. Also independent gentleman present at conference, named Tsam Ka Kiu. They understood clearly that rice was for free distribution.

ii. That portage from rice boats was their business.

iii. That no deserving person was to be refused help irrespective of what his native village might be.

Names of elders at San Ch'ui. Yeung Chiu Ting, Yeung Ming Nga, and Suk Pit Kwong. Names of elders from Ting Kam, No Tan and No Tap, were, Chan Ping Shin, and Kam I Pan. Surname of elder at Tam Hung Li.—Left Po Mui at dawn on Friday, June 26th. At 8.30 a.m. old gentleman came in boat with six others from village on North bank, named Sheung Chau to crave help. Population now one hundred old. A few people had food. Crops had been destroyed by robbers and some people killed. A few had died of starvation. Gave them 800 catties. Elder's name So Shing Fan.

Reached Leung Hing at 12.30 p.m. Visited men of the municipality with colporteur. They said there were several poor and needy people in their village, and that in the vicinity the villages were exceedingly needy. Offered to go at once to some of them to see. No one was willing to accompany me to point out the way. Took this as an indication they were rather afraid. I would find the places not so needy as they had represented.

Found that the village of Leung Hing itself was in very fair condition. Business seemed good, the shops were well stocked, the people healthy and strong in appearance. On way back told the very necessitous to come down to boat. A company was soon gathered together and to them distributed 400 catties and set sail for Nanning at 3.30 p.m.

Reached Nanning at 7 a.m., Saturday, June 27th. Sent a wire to you "Arrived Nanning. Dropped 10,000 catties Cheung T'ong, 40,000

Po Min, 10,000 at small places on way in all.—Goff." (Wire was approximately so, did not take duplicate). Called upon the Un Magistrate who did not appear much interested in the object for which I had come. Said the conditions here were not so bad, and the villages could not be reached even by soldiers on account of robbers. Requested him to lend me a horse and a few soldiers and I would visit villages and investigate. He promised to see the Po Mui about this matter as he could not say anything before doing so. Neither could he promise me a place for the storage of rice before consulting him. Would let me have an answer next day.

On Sunday, June 28th, a deputation of four gentlemen called upon me. Three were from Cheung T'ong and came to express thanks for the rice given out there; the fourth man was from Ling Li and came to beg for rice from that place and district. He was not present when I called and explained that the seeming indifference of the people was caused by fear. They have been completely cowed lately in consequence of the raids of robbers and the eventual burning of their village, and they dared not enter into any transaction with me for fear of consequences, although their circumstances were worse than those existing elsewhere. Even rice bowls, many of the people did not possess. He assured me that there were at least in the thirty villages of that district about 900 people without food, and without the hope of any, for three months as the first crop had not been planted owing to the lack of rice. Gave him 20,000 catties. This elder's name was Chung Sing, and the names of other elders in the place were Luk Ts'oi Chau, Cheung Yeung Shin, Li Man Fo, Luk Kin Hau and T'oi Sheung Po.

Later in the day a gentleman named Li Lung Kwong came from Lo Lin, to ask for rice for that district. Mr. Hinkey had told me that this place was in great distress. It is five miles inland from Leung Hing, and had the people there shown greater willingness to help in relieving distress I would possibly have left rice for this place and district there. Mr. Hinkey had mentioned to me a gentleman named U Fu Ai, a native of Lo Lin, an honest and responsible man. This gentleman called upon me yesterday, but as I had not then seen the magistrate felt I could not on the instant promise him anything and requested him to wait till evening for an answer. This gentleman named above, came in his stead to-day, as Mr. U could not remain longer in Nanning. In No Lin district there are 30 villages with a population of 3,000, all of whom are needy. Rice is due in about a month. Gave him 10,000 catties.

During the day the Un and the Wai magistrates came to see me. The latter had conducted Mr. Clement from Kwai Un to this place on the occasion of his visit two months ago. The Un informed me that the Po Mui was very pleased I had come to distribute rice, and wished to extend his sincere thanks to the Hongkong Committee, for their generous contribution of rice. The Wai Un seemed to be well informed of the state of affairs here, and told me that had it not been for the promise of rice made by Mr. Clement the distribution of gruel would have ceased at the end of the fourth Chinese month, but in consequence of that promise the Kwang Sai Shen T'ong had continued to give during the fifth month, and the Kwang Tung Shin T'ong was now distributing for this, the intercalary fifth month. The people were in expectation of this "English" rice and would be disappointed if they did not now receive it. Ten days he thought would be sufficiently long for distribution in the city itself.

The officials seemed greatly opposed to my going into the country to investigate at present, offering as their reason, the bad condition of the roads and the presence of robbers.

They promised to send member of the gentry class into the more distant villages to inquire and make full lists as to the numbers of the destitute.

I hope to see the gentry to-morrow and to arrange a system for the distribution of unboiled rice to the people of Nanning and immediate neighbourhood. I hope to arrange it on the Kwai Páng system. This distribution will be for the people living within walking distance of the distributing centre. The investigations of the gentry above referred to are limited to the places beyond easy walking distances.

I enclose a rough draft showing amount of rice still in hand at credit the Hongkong Committee.

Trusting you will find everything in order, believe me, Your obedient servant,

CHARLES A. GOFF.

The Hon. Gershom Stewart.

Hongkong.

Reliefs of rice on account of the Hongkong Famine Relief Committee, Kwai Un to Nanning, to date June 28th, 1903.

Catties.
June 21, Wing Shun lent U.S. Consulate 50,035
22, Shipwrecked Crew 600
23, Ling Li odd persons 50
Cheung T'ong 10,000
Cheung T'ong odd person 3
24, Cham Pan Hui 2,200
Na Ho 200
Cham Pan T'ui 800
Cham Pan T'ui odd persons 100
Shout of rice through delays caused by rice junks 50
Own crew 50
Ngau Wan 1,550
June 25, Po Mui 40,000
San Ch'ui 6,000
Kam Ting, etc. 1,800
Tam Hung 200
26, Sheung Chau 800
Leung Hing 400
28, Ling Li 20,002

134,758
Total shipment from Kwai Un 244,668
Distribution to date June 28th, 1903 134,758

Still in hand... 109,310
N.B.—10,000 catties promised No Lin not yet deducted, as it has not been discharged up to present. Will appear on next account.

ASK for ASAHI JAPANESE BEER—G. Giraull

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report dated the 10th inst., Messrs. Benjamin, Kelly and Potts write:—
Business has continued dull owing more or less to the unsettled state of exchange, and there is little change in the position generally. Banks.—Hongkong and Shanghai Banks continue to rule firm with buyers at \$680. The London quotation has risen to £63 10. Nationals have improved and can be placed at \$28.

Marine Insurances.—Unions are quite at \$500. China Traders have improved and are inquired for at \$52 after sales at the rate. Yangtszes have also advanced and sales at \$135 have been effected. Cantons have been done and more shares are wanted at \$177. North Chinas are quoted in Shanghai at Tls. 230.

Fire Insurance.—Hongkong Fires have buyers at \$325 and China Fires remain steady at \$85.

Shipping.—Hongkong, Canton and Macao Steamboats have improved and are in demand at \$384. Indo-Chinas are a shade firmer and have been negotiated at \$103 cum dividend, closing in strong request at \$97 ex the dividend of 10/- paid on the 7th instant. China and Manilas and Douglas Steamships are without change. Star-Ferries continue in request at \$27 for the old and \$17 for the new issue. Shell Transports have again changed hands at £1 2/6. Shanghai Tugs have advanced to Tls. 350 at which rate there are buyers. Cargo Boats have been fixed at Tls. 177.

Refineries.—China Sugars are in demand at \$100. Luzons are quiet at quotation.

Mining.—Panjoms are wanted at \$2, and Raubs at \$31. Jebeus keep offering at \$17. Chinese Engineerings have been sold at Tls. 6.60 in Shanghai.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks remain firm with sales at \$215. Farnhams have suffered a further fall in value but close in demand at Tls. 172 cum dividend. Kowloon Wharfs have been disposed of at \$87. Hongkew Wharfs are in the market at Tls. 282.

Lands, Hotels and Buildings.—Hongkong Lands have reacted to \$160, at which rate shares are wanted. Shanghai Lands have been booked at Tls. 110. Hongkong Hotels have ceased off and can probably be obtained at \$152. Further sales are reported in Shanghai of Astor House Hotels at \$31. There is no change in Humphreys' Estate or China Providents.

Cotton Mills.—Hongkong Cottons are in demand at \$14, but there are no shares to be had except at an advance.

Cigar Companies.—Sumatras have again changed hands at Tls. 50.

Miscellaneous.—Green Island Cements are steady at \$24. A. S. Watsons have found investors at \$143. Electricities have been done at \$12 and \$74 for the old and new shares ex the dividend of 90 and 45 cents respectively, payable to-morrow. Geo. Fenwicks have been sold at \$47. Ices are in request at \$245. Langkats have receded to Tls. 300 at which rate shares are inquired for.

FREIGHT.

The settlements since the 3rd inst. have been small in number, being confined to only six steamers, three of which are British and a like number of foreign vessels, viz., one Swedish of 698 tons and two German of 1,003 and 1,033 tons, respectively. Japan coal freights have been settled on the basis of \$1.80 per ton Moji to Hongkong, and \$3.50 per ton Karatsu to Manila. Hongkong to Swatow \$1.90 per ton has been obtained. 22 cents per picul is the rate obtained for Newchwang to Canton; while Southern settlements have been as follows:—Saigon to Manila, 25 cents per picul, and Saigon to 1 port Philippines, 25 cents; if to two ports 28 cents per picul.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8
Bank Bills, on demand 1/8 5/16
Credits, 4 months' sight 1/8 1/2
D'ments 4 months' sight 1/8 1/2
ON BERLIN, (demand) 1/8 1/2
ON PARIS, Bank Bills, on demand 2 1/2
Credits, 4 months' sight 2 1/2
ON NEW YORK, Bank Bills, on demand 4 1/2
Credits, 30 days' sight 4 1/2
ON BOMBAY, Telegraphic Transfer 126 1/2
On demand 126 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/2
Private 30 days' sight nom
ON YOKOHAMA, T.T. 52 1/2
Sovereigns, Bank's Buying Rate \$11 96
Gold Leaf 100 touch, per tael 62.10
Bar Silver 24 7/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW @ No Sales
LAST YEAR @ 1,050/1,080
OLDEST @ 1,090/1,140
PATNA NEW @ 1,085
OLD @ 1,090
BENARES NEW @ 1,085
OLD @ 1,090
PERSIAN (PAPER) @ 720/800

To-day's

Advertisements.

A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND TO-NIGHT (SATURDAY), the 11th July, 1903, commencing at 9 P.M.

ADMISSION: Reserved Seats, 50 cents; General, 25 cents. A. CHAPMAN, Major, Acting Commandant. Hongkong, 11th July, 1903. [8120]

ASK for ASAHI JAPANESE BEER—G. Giraull

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shek Tong Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	101	Shek Tong Tsui, in the Colony of Hongkong.	101	101	101	101

Hongkong, 11th July, 1903.

[8232]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shek Tong Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	101	Shek Tong Tsui, in the Colony of Hongkong.	101	101	101	101

Hongkong, 11th July, 1903.

[8232]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	101	Tai Hang Village, in the Colony of Hongkong.	101	101	101	101

Hongkong, 11th July, 1903.

[8146]



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Hongkong.

July 3rd.

R. G. HECKFORD,
MANAGER.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 4290.

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SATURDAY, JULY 11, 1903.

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\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

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BIRTH.

At Lyndhurst, Mount Elizabeth, on the 27th June, the wife of H. RIEGE, of a son.

MARRIAGES.

On the 28th May, at Rome, by His Eminence Cardinal Macchi, in his private chapel, RAPHAEL THOMAS FERDINAND DE LUCA, Deputy Commissioner of Chinese Imperial Maritime Customs, eldest son of H.E. the late Comm. Ferdinand de Luca, His Italian Majesty's Envoy Extraordinary and Minister Plenipotentiary, to Donna MARIA, second daughter of Don Girolamo Theodoli, Count of Ciciliano.

At St. Andrew's Cathedral, Singapore, on the 27th June, by the Revd. D. Holland Stubbs, Military Chaplain S.S., THOMAS C. H. MILLER, second son of DANIEL MILLER, Fairlie, Scotland, to BESSIE ALFREDA FOLDRUP, eldest daughter of Joseph Foldrup, Hanley, Staffordshire.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 11, 1903.

COLONIAL FINANCE.

(4th July.)

The financial returns for the first four months of the year have been published and show that the total amount collected for that period is \$1,531,905.37, with \$26,177.25 for land sales, giving an aggregate of \$1,558,082.62. Comparing this with the corresponding period of last year there is an increase of \$213,110.18. The estimated revenue for the whole of the current year is \$4,933,295.00. On the average basis of the

first four months' collections this estimate falls short by an amount, in round figures, approximating \$200,000 for the twelve months. With the single exception of miscellaneous receipts, which have decreased \$6,660.89, under all other heads of revenue there have been increases. Detailed, they are as follows:—

Light dues, \$3,647.70
Licences and internal revenue not otherwise specified, \$152,789.53
Fees of Court or office, payments for specific purposes, and reimbursements in aid, \$18,701.32
Post Office, \$5,093.93
Rent of Government property, land and houses, \$3,895.49
Interest, \$1,121.82
Water Account, \$18,043.25

At first glance the sum realised on sales of Crown lands, viz., \$26,177.25 represents hardly one-tenth of the \$350,000 put down on the 1903 Estimates. There have since been a few unimportant sales of garden lots which have brought in but a few hundred dollars between them. The sale of the large and valuable lot in Shek-tong-tsu, opposite the Sailors' Home, however, announced to take place on the 20th inst., is sure to realise far more than the price at which it is going to be put up, \$179,550. With this large total added to the amount already realised the year's average should be fairly maintained and the estimated figure attained. Crown lands has been a very valuable asset of the Colony which, as a source of revenue, is dwindling pretty rapidly with the small area now left for disposal. Of course, consideration must be had of the enormous tract of land in the New Territories. We had occasion to note early in the year the first two sales of sites in our newly acquired extension, but since then no demand has existed or gives immediate promise of arising in connection with lots for industrial or other purposes that may contribute to enlarging the revenue of the Colony from the mainland. The effect of the licensing laws introduced this year is at once seen in the very large increase collected during the first four months. The Treasury brought in for licences, etc. no less a sum than \$988,165.19, thus representing an increase of over a lakh and a half of dollars. The elasticity of the resources of the Colony is, indeed, great, and the burden of such increases, which has been accepted with apparent good grace, and which must be felt more or less by the wage earning class is, however, not publicly complained against. Satisfactory as the increases have been on the revenue side of the financial statement the items of expenditure show a larger increase than the excess amount collected as revenue. The total increase for administration, including all the public works, is \$322,546.20. Our Sanitary Department is still accountable by far the largest proportion of this total, \$69,255.41 being chargeable against it. Then follow police, fire brigade, and gaol with an increase, in round figures, of \$57,000. Post Office takes \$44,355.32, the medical departments, \$24,352.06, judicial and legal departments, \$19,222.13, pensions, \$13,579.10, and charges on account of public debt, \$10,808.04. The only department showing no increase is the Botanical and Afforestation, which was worked more economically for the Colony from January to April, by \$4,036.40. Exchange compensation to the officers of Government is not shown as a separate item of expenditure. It should be interesting to discover how much more it costs the ratepayers to maintain our highly salaried Civil Servants, with all the benefits accruing to them by way of old age pensions, because of the depreciation in the sterling rate of the dollar, which affects everyone of the inhabitants of the Colony, high or low, without exception, as much as those enjoying the double exchange compensation grant at the cost of the taxpayers in general.

THE GORDON-BENNETT CUP.

The result of the most important event of the "Irish Fortnight" is announced by a Reuter wire giving the name of the successful competitor in the Gordon-Bennett Cup race. The event was timed to commence at seven a.m. on Thursday over a circular route 351 miles in length, and the cars, which were expected at certain points to reach a speed of nearly 90 miles an hour, were to start at Ballyshannon Cross Roads, near Naas, and proceed by a circuitous route via Carlow, Athy, Maryboro, Kildare, and the Curragh. Last year the struggle for this international trophy took place in France and was won by Mr. S. F. Edge, on a Napier car. The representatives of the four countries chosen to battle for the Cup in Ireland were as follows:—England, Messrs. Stocks, Jarrold, and Edge; France, M. Rene de Kuyff; Henry Farman; and H. Fournier;

Germany, Hieronymus, Baron de Caters, and Jenatz; and America, A. Winton, Percy Owen, and Mr. Moers. Each of the countries was allowed to run four of their best types of machines, England being represented by three Napier motors, one of them driven by Mr. J. W. Stocks, and calculated to develop a speed of from 100 to 110 miles an hour; France by two Panhards and one Mors; Germany by three Mercedes; and America by a like number of cars. The probability is that none of these cost less than £1,000 to build. As the law in England does not permit the necessary speed, it was decided to have the race in Ireland, and a special Act of Parliament was passed to give the requisite powers to the local authorities there to sanction and provide for the event. The old Emerald Isle has certainly made the most of the occasion, and has not been overlooking the valuable harvest that the race would provide to those who had accommodation to let within reasonable distance of the course. The Irish made up their minds to taste the Saxon visitors' money, and those who viewed the race must have been prepared to pay out on a high Henley Regatta scale. According to the *Irish Wheelman*, six pounds was asked for a three bedded room for one night only. The fee for pitching a cyclist's camp on a piece of waste ground was a modest £20, whilst for one of the cheapest houses near the line of route £80 was asked for the week. Twenty-five shillings for a bed and breakfast was asked at even second-rate hotels in Dublin. Had the race been postponed Ireland alone, it was thought, would lose £50,000. No stone was left unturned to make the event an unqualified success in every way, and although representatives of England and America were out of the race before it was half finished owing to accidents to machinery there does not appear to have been any serious mishap or fatalities such as attended the Paris-Madrid race.

MACAO AND THE LUSO-CHINESE TREATY.

(7th July.)

The special wire from a Macao correspondent, which we published last evening, has been made the subject of much rejoicing by the inhabitants of that medieval colony. The news that the Portuguese Minister for the Colonies has approved of the general scheme of harbour improvements, though much longed for, had been thought too good by the people of Macao to be flashed over the wire to the "gem of the Orient sea," long neglected by the mother country. Quite a quarter of a century ago an expert engineer was sent out from Lisbon to report upon the condition of the harbour of Macao and its approaches. What remained of the dwindling trade of the Portuguese settlement with the birth of Hongkong as a British Colony, was surely and steadily kept away by the gradual silting up of the inner harbour and the roadstead. This condition was at once realized by the expert, whose voluminous report presented to the Portuguese parliament remains extant as a monument of Portuguese indifference and neglect of a most valuable colonial possession over which other Powers have more than once cast covetous eyes and under any one of whose administration the little island, with its splendid geographical situation, might have been capable of possibilities undreamt of and uncared for by lethargic and apathetic figure-heads adorning the cabinet of Lisbon. Sr. Adolpho Loureiro more than twenty years ago urged upon his Government the imperative necessity of initiating measures having for their effect the arresting of the natural process of silting in the harbour. But beyond the narrow, muddy embankment thrown across the small stretch of water to Green Island and a few hundred feet of seawall in the inner harbour nothing has been done, in effect, to carry out the recommendations of Sr. Loureiro. In fairness to the local administrators, however, and to the body of the Municipal Councillors, whose zeal in the well-being of the port, cannot be too highly praised, representations to the Home Government have been made with a commendable pertinacity to save the trade of the port from total extinction by the complete silting up of the approaches to Macao. The latest memorial was referred to in these columns when the Special Envoy from the Court of Lisbon was passing two years ago en route to the Chinese capital. After a personal inspection of the wretched state into which the port had been allowed to drift, H. E. Senhor Castello Branco arrived at the conclusion that one of the first necessities crying for remedial measures was the improvement of the Macao harbour, and the carrying out in its entirety of the plans of the Harbour Improvement Scheme. In this view he was

supported by the Acting Governor, who was a staunch advocate of the scheme, the advisor of Government in engineering matters, and the whole body of the Senate backed up by foreign and Chinese representations. The present Governor enjoys the reputation of being a well-known civil engineer and as far as can be known is entirely in agreement with the supporters of the scheme. When the concession for the railway to Canton was obtained by Senhor Castello Branco, it was held that no benefits would accrue to the Colony unless the harbour works were first tackled and completed. The news communicated by Sunday's wire is, therefore, a valid ground for rejoicing on the part of the inhabitants at Macao. By a strange coincidence almost at the same time the last Lisbon mail brought out private advices to the effect that the Luso-Chinese treaty concluded by Conselheiro José d'Azevedo Castello Branco in 1901 had been rejected by the Portuguese Chamber of Deputies containing provisions unfavourable to the interests of the country. The proposal to establish a Chinese Customs within Macao was not well received. It is believed, and rightly so, that the colony which, by decree of the 20th November, 1845, was declared a free port, should have no custom-house much less one that collects duties for a foreign government. Almost all the leading journals of the metropolis strongly advocated the ratification of the treaty; but Senhor Custodio Miguel Borja, a former Governor of Macao, and who is practically acquainted with the prevailing conditions and needs of the colony, protested against certain Articles in the Treaty. Mr. Joao Marques Pereira, chief secretary of the Colonial Office, in a series of thirty-eight articles contributed to the *Epoca*, pointed out categorically the unfavourable terms of the Treaty, recalling the memorable historical fact that Governor Ferreira do Amaral sacrificed his life for having expelled from Macao the Hoppo of Porto do Cerco, and that by re-admitting the Chinese customs within the confines of Macao the Government and the people will be casting an insult to the memory of a hero for Free Trade principles. Freed from the incubus inseparable from the establishment of a Custom-house and with a good harbour the destiny of the ancient colony may yet be retrieved from the Slough of Despond into which it had long fallen. Portugal is still the fourth colonial power in the world. The new alliance that has been entered into with Great Britain is the most solid and permanent compact that could be readily imagined to exist. It is an absolute guarantee of the Colonial dominion of Portugal in its integrity. It is, therefore, as observes a writer in the *Fortnightly Review*, a buttress of the throne in Lisbon. Portugal will no doubt share in all the commercial advantages of the partnership. By emulating the example of her sister colony she can do no better than to preserve inviolable the freedom of her port and by restoring it to the condition of which ocean carriers can take advantage, Macao may ring up the curtain to a vista of a share in the commercial prosperity which looms large in the "Gorgeous East" in the new future.

THE SUPPLY BILL.

(8th July.)

The Supplementary Colonial Estimates for 1902 laid on the table at the meeting of the Legislative Council this afternoon, on the first reading of the Supply Bill being introduced by the Colonial Treasurer, is an interesting and useful document as showing the financial vicissitudes of a Colony whose revenue is collected in silver and the bulk of whose expenditure is paid on a gold basis. The sum the Colony is asked to approve of in excess of the Estimates of Expenditure framed for last year is \$1,800,201.40. Deducting from this amount the sum of \$768,573.34, for public works extraordinary, the total charged against ordinary expenditure is over one million and thirty thousand dollars. The capital sum of \$508,280 for the purchase of the Reclamation sites known as M.-L. 99 and 100, from Messrs. Jardine, Matheson & Co. for the erection of the Post Office has been debited to the item Public Works Extraordinary, eliminating which there leaves two lakhs and a half to be accounted for under this head. Consideration of the items separately leads one to the conclusion that the excess amounts appropriated have been spent principally in the nature of (1) development work in the New Territories and (2) in remunerative works. Under New Territories are to be included \$20,459 over the estimated round sum of \$20,000 in the construction of the sixteen miles of road to Tai-po, and something over \$7,000 in a

police station at Tai O. The Kowloon Waterworks absorbed \$90,781.86 (the Estimate provided for \$60,000). This work cannot be pressed forward too rapidly when the requirements of the inhabitants on the mainland and the inadequate and inefficient system of water supply, which the gravitation scheme when completed will supersede, is taken into consideration. The widening of Conduit Road on the upper levels is a public work which the rapid and still progressing development of the district in that neighbourhood demanded. A new shed for sheep and swine was built at an expenditure of \$14,619.07 and about \$21,000 was incurred in the completion of the gaol officers' quarters. The illumination of the public buildings on the nights of the Coronation Celebration festivities cost the Colony some twelve thousand dollars and for repairing the damages caused by the typhoons of last year \$26,000 have been paid. Fourteen thousand dollars is the money paid in the resumption of a piece of Crown land, while "Mountain Lodge," the gubernatorial residence at the Peak, was more costly in completing by some \$18,400. Reviewing the various heads of "ordinary expenditure" under their departmental classification, a summary may be presented as follows:—

Charge on Account of Public Debt	\$18,234.54
Pensions	39,654.80
Governor and Legislature	11,164.25
Audit Department	4,791.64
Treasury	8,250.59
Post Office	26,124.12
Registrar General's Department	733.33
Observatory	990.35
Legal Departments	14,165.39
Medical Departments	2,806.41
Magistracy	4,112.62
Sanitary Department	24,737.70
Transport	15,703.66
Miscellaneous Services	657,930.55
Public Works Recurrent	201,628.46

Ordinary Expenditure \$1,031,627.86
Exchange for the payment of interest and sinking fund was calculated at a higher rate than the average ruling last year and thus accounts for a higher expenditure on account of public debt by over \$18,000. For a like reason and owing to an increase in number of pensioners, the disbursements for pensions, gratuities and commuted pensions were \$39,654.80 in excess of the Estimates. Excess amounts have had to be paid by reason of salaries having been paid to officers on leave in England to the total of \$5,732.52. Add to this the huge sum of \$342,451.03, we have a formidable total bordering on nearly half-a-million dollars for the fall in exchange and for the "double compensation" which certain officers enjoy to the total exclusion of others who, though suffering quite as intensely if not more, yet are deprived, and unjustly so, from the privileges of which their favoured brethren in the Service are given the full measure. This question of the payment of exchange compensation is one which we have frequently alluded to and dealt with editorially in connection with the two petitions from the subordinate officers of Government. We regret that we have been unable to discover that any relief has up to the present been obtained from the Secretary of State, but that some mode of readjustment of the compensation can be arrived at we have no reason to doubt. Such a step ought to be taken in conjunction with any action adopted to put the finances of the Colony on a basis so that the influence of a rise or fall in the rate of exchange might not so seriously throw the balance out of pivot as is revealed in the Supplementary Estimates for 1902.

THE ADMIRALTY DOCK.

(9th July.)

The correspondence published in another column relating to the public petition praying for the discontinuance of the work on, and the removal of the Admiralty Dock from, its present site will be read with considerable disappointment, not to say regret, by all classes of the inhabitants of Hongkong. Strong as the arguments are in favour of the abandonment of the present site for a more suitable one which the Colony offers on this side of the island, it must have been felt by those who approached the Home Authorities on the question, that the unyielding obduracy of the Naval officials might be too great to be overcome by a petition originating from the commercial community of the Colony. Hence the prayer for the appointment of a Royal Commission of Inquiry upon whose decision the Colony was content to allow the matter to rest. The petition has been met with a bland denial. In this instance, however, the inhabitants were supported by the sympathy and strong recommendations of H. E. the Governor who, in recognition of the gain that would accrue to Colonial interests in securing for the Colony a continuous road on the waterfront for the whole breadth of the island, could not surely be unmindful of Imperial interests also. How-

ever, it has been shown that the inhabitants have once more embarked on a fruitless endeavour to obtain the best advantage for the Colony, and must resign themselves to the fate that, when pitted against official bureaucracy, commercial judgment and business commonsense count for nothing. The decision at which the Lords Commissioners of the Admiralty have arrived and in which the Secretary of State for the Colonies has concurred becomes all the more galling to the inhabitants by reason of the fact that it is not assumed by Their Lordships that the site which they have been requested to surrender, in lieu of payment for the expenses already incurred on the works, is the only one available for the purpose of the Public Extension. It must be assumed from their reply to the Colonial Secretary that the island does offer another site which they call upon the Colonial Government to submit for Their Lordships' approval in the first instance. The selection of the site in itself is a matter of comparative ease; for as we have just hinted, speaking with no authoritative technical knowledge, the eastern extremity of the Island offers a site in every respect possessing all the advantages which are claimed for the one in the central portion of the city while removing all the objectionable features attaching to the existence of the Naval Yard and works in the heart of the City. Hedging in their first requirement obviously not difficult to meet, the Admiralty Lords formulate their stipulation which at once puts out of the pale of all practical discussion any question of an exchange of sites. The condition imposed, if at all acceptable, involves, at a rough guess, millions of dollars which make it wholly impossible for the Colony to incur. The preposterous stipulation asks for nothing less than that the Colony should provide equivalent accommodation, not only for Docks, Basins, Stores, Magazines, Workshops and other accessories to a Naval Yard, but also the available anchorage and whatever defences are considered necessary to ensure security equal to that obtained under present conditions, and possibly also replace the Naval Hospital, which is in the vicinity of the present Yard. And it is further stipulated that the Navy should continue to occupy the present Yard and anchorage until the new establishment is ready, and can be handed over to them. To the most casual observer of the Naval establishments and accessories completed on the island, it must be patent that the colossal amount which has to be laid out in re-erecting and re-equipping the establishments enumerated could only be obtained from the mother-country and not drawn out of the purse of the taxpayers of the Colony. Hongkong exists not as a colonial dependency of fanciful value, in the retention of which purely commercial interests are served, or in whose preservation purely sentimental motive actuates the Government and the people. The judicious foresight by which it was selected as a distant outpost of the King's dominion, beyond the sea gives to the nation the very key to the gates of the "Gorgeous East," over which flag of distant land float with outstretched talons watching with unceasing care the chance of a prey, and on the threshold of which the Bear stealthily seeks to gain a foothold. England holds Hongkong for Imperial purposes no less than for Colonial interests. And it is well this should be borne in mind that, where these interests conflict, an understanding on the basis of a *quid pro quo* should be arrived at. Monetary sacrifices by the Imperial Government devolve, therefore, as an obligation upon it for the effective defence of the island. The Lords Commissioners of the Admiralty have asked for everything and give nothing. The Colony offers the price of the expenditure on the site it needs for commercial expansion; the Admiralty grants it subject to the stipulation which makes it impossible of acceptance.

(10th July.)

So unexpected has been the result of the public petition to Mr. Chamberlain and the disappointing nature of the reply from the Admiralty Lords, that a public meeting is mooted to mark the sense of indignation on the part of the inhabitants of the Colony. Such a meeting, in our opinion, can have absolutely no effect whatever beyond emphasizing the helplessness of the community in a matter with which the Colony is vitally concerned and as regards which representatives should be those best able to form judgment. The gods have spoken, however, and the Colony must perform lapse into state of quiescence against the arbitrament of the Naval Officials who have interposed, in the commercial expansion of the port, in a manner whereby Imperial interests have had but little to gain and the Colony all to lose.

THE DISTURBANCES IN KWANGSI.

What Imperial Edicts and so-called departmental strategy have hitherto failed to achieve in the disturbed provinces of South China appears more likely to be accomplished by the energetic Tsen Ch'u-hsuen, who has gained distinction for the determined and fearless manner with which he entered upon his term of office as Viceroy of the Two Kwang. We have already alluded to his activity in Canton officialdom, and to the fact of his proceeding to take up his residence in the heart of the troubled Province of Kwangsi, and we now learn he has been carrying his campaign among the district officials of those parts. In a proclamation issued for the purpose of pacifying the people he blames the officials for dereliction of duty in failing to deal with persons whom they knew to be desperate characters, and who afterwards banded together and plundered the villages on every hand. The officials plead that they cannot keep the country under their control, and state that when arrests are effected prominent personages find sureties and so the men are allowed to go. Many of them are people of high standing, and although the officials know they are being deceived give way to their demands for fear of being molested. The Viceroy admits that the Imperial troops are poorly paid, if paid at all, and is not surprised they desert to the rebel ranks. Surrounded by corrupt officials, traitorous troops and desperate ruffians H. E., in replacing the sword in its scabbard, means to deal with the matter in methods calculated to bring about surprising results. It is his intention of withdrawing all the military troops from the different villages and making the district officials entirely responsible for the good behaviour of persons in the country under their care. The numerous robberies and disturbances have to cease or Viceroy Tsen will have some comments to make, which will not be calculated to improve the moral or physical standing of offenders. If, however, robbers band together in numbers of more than a hundred Imperial troops will be despatched and then it is to be a question of a fight to a finish. How far this method of dealing with a disturbed district will go towards ensuring a satisfactory settlement of a long standing discontent remains to be seen, but from what we know of the Viceroy's character during his short stay at Canton he will attain his object at whatever cost.

ANOTHER YELLOW PERIL.

Lecturing before the Hongkong Odd Volumes Society last December on the subject of malaria and its relation to the mosquito, Dr. J. C. Thomson, M.D., M.A., told us that from the 1st March Hongkong would be in direct communication with one of the great endemic centres of yellow fever, and we might any day thereafter have the disease landed on our shores. If yellow fever should visit Hongkong, he said, we have a mosquito swarming in the colony which can cause it to become epidemic. We now learn that the medical officer of Sierra Leone is convinced that with the completion of the Panama Canal the possibility of the introduction of yellow fever into Asia becomes a real danger, and considers it to be the imperative duty of all the civilised nations having interests in the Far East to ward off this danger by every means known to science. At a meeting of the Epidemiological Society in February, Dr. Manson pointed out that shiploads of labourers would soon be plying between Panama and the seaports of Asia, and that if the traffic were unrestricted the disease would inevitably be introduced into the populous, densely crowded, and insanitary cities of China and India, where its ravages would be incomparably greater than they could be in the sparsely peopled countries and smaller cities of South America. The quarantine regulations against yellow fever that have been in force in the West Indies up to the present time have been unnecessarily strict in some particulars, and at the same time inefficient and often exceedingly lax in others. It is now suggested that apart from more effective sanitary measures at the central American port of departure steps be taken at the Asiatic ports where steamers, not having been cleared of mosquitoes before leaving the Isthmus, should not be allowed to come within a mile of the nearest shore, but should anchor at a specified berth, where it could be fumigated before being allowed to come nearer. The most efficient method of preventing the spread of the fever would be to board it in its den, and Dr. St. George Gray, of Sierra Leone, thinks that each nation should contribute its share of the cost in proportion to the magnitude of its interests in the East and drive yellow fever out of the Isthmus of Panama. But the Canal is not yet finished, and before seeking 'fresh woods and pastures new' for diseases which may possibly come this way the authorities might be well advised to continue their campaign against the formidable array of death-dealing enemies already in our midst.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

Macao Harbour Works.

SCHEME APPROVED.

(From a Correspondent.)

MACAO, July 5, 4.21 p.m.

A telegraphic despatch has been received by the Government from the Minister for the Colonies approving of the scheme for the improvement of the harbour of Macao and its approaches. The inhabitants are jubilant over the favourable decision of the Home Government, which they have long despaired of obtaining. The news has been considered of so important a purport for the revival of the trade of the port and the re-generation of its old-day prosperity, that it has been printed in the form of a bulletin and circulated by order of the Senate of Macao throughout the Colony to-day for general information.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on Wednesday in the Council Chamber. There were present:—His Excellency the Governor (Sir H. A. Blake, G.C.M.G.), His Excellency Major-General Sir W. J. Gascoigne, K.C.M.G., (Officer Commanding the Troops), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Sir H. S. Berkeley, Kt. (Attorney General), Hon. Dr. J. M. Atkinson (Principal Civil Medical Officer), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. A. M. Thomson, (Colonial Treasurer), Hon. W. Chatham, (Director of Public Works), Hon. Sir C. P. Chater, Kt., C.M.G., Hon. E. Sheehan, Hon. Gershom Stewart, Hon. C. W. Dickson, Hon. Dr. Ho Kai, Hon. Wei A Yuk and Mr. R. F. Johnson, (Acting Clerk of Councils).

MINUTES. The minutes of the meeting held on 22nd ult., were read and confirmed.

PAPERS. The Colonial Secretary laid on the table the report on the Blue Book for 1902, and also the Supplementary Estimates, the P. C. M. O.'s report, and the report on the Hongkong Volunteers for the same year.

FINANCIAL. The Colonial Secretary laid on the table Financial Minutes, Nos. 25, 26, and 27 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 4) and moved its adoption.

The Colonial Treasurer seconded, and the motion was carried.

DOMESTIC CLEANLINESS AND VENTILATION. The Colonial Secretary moved, that the Council approve of an amendment to No. 5 of the Domestic Cleanliness and Ventilation By-laws contained in Schedule B of the Public Health and Buildings Ordinance, 1901, made under Section 16 of the aforesaid Ordinance. The amendment, which was made by the Sanitary Board on 4th ult., is as follows:—"The Note to No. 5 of the domestic cleanliness and ventilation by-laws contained in schedule B of the Public Health and Buildings Ordinance, 1901, is hereby repealed, and the following substituted therefor:—The western boundary of the eastern division of the city is Graham Street and Endicott Street; the western boundary of the central division of the city is Tank Lane and Cleverly Street; the western division of the city lies to the west of Tank Lane and Cleverly Street. Kowloon is divided into eastern and western divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kowloon."

The Hon. Dr. Atkinson seconded.

Agreed.

THE CROWN AGENTS. Pursuant to notice, the Hon. Sheehan asked the following questions:—

(1) Will the Hon. the Colonial Secretary be good enough to give the following information respecting the working of the Crown Agents system with regard to this Colony:—

(a) What method is adopted for paying the Crown Agents?

(b) Do the Crown Agents receive a commission on orders executed in addition to regular salaries?

(c) Do they receive remuneration from other Crown Colonies in addition to this?

(d) What is the annual sum paid by the Colony to the Crown Agents during the past three years, giving salary and commissions separately, or what annual sum has been charged to the Colony for the services of the Crown Agents?

(e) Are all orders for material, etc., sent to Europe on behalf of the Colony, made through the Crown Agents?

(f) If not, what system is adopted with regard to such orders which are not executed by the Crown Agents?

(g) What system is adopted to ensure that all order on behalf of the Colony are executed by the firm best able to carry out the work at the most reasonable price?

(h) Orders are put up to tender only for those firms on the Crown Agents' list, how are these firms selected?

(i) Can any reputable firms on application be placed on the Crown Agents' list, or do the Crown Agents exercise a right to refuse to place a firm on their list?

(j) In the event of such a refusal, has the firm thus rejected any right of appeal and, if so, to whom?

The Colonial Secretary replied to the questions as follows:—

(1) The Crown Agents and their employees are paid salaries out of the contributions of all the Colonies employing their services.

(2) No.

(3) Only the regular contributions paid to the fund for salaries and other expenses.

(4) Statement attached.

(5) Yes.

(6) Unnecessary to answer.

(7) A competitive system coupled with professional supervision and inspection.

(8) and (9). No definite information is available on these points, but a reference to appendix 22 of the Report of the Public Works Commission shows that in 10 years the Crown Agents carried out 379 orders for the Public Works Department, and that these orders were placed with 701 different firms. The field of selection is, therefore, very wide. No objection is raised by the Agents if this Government asks that a particular order may be placed with a particular firm, and Government has every

reason to be satisfied with the quality and price of the stores supplied to it.

(10) Yes. To the Secretary of State for the Colonies. I would lay on the table Parliamentary Paper C.S.O. 75 of 1891 relative to the functions of the Crown Agents, which has already been laid on this table in 1894. I will also quote the opinion of the majority of the Public Works Commission 1912 on page VI of its Report. H.E. the Governor:—I don't think it is necessary.

The statement referred to is as follows:—

1. Commission on stores. £255. 1.0 = \$2,542.82

2. " " payment of interest on loan. 39.18.0 = 399.37

3. " " Subsidiary Coins. 566. 8.8 = 5,601.59

4. " " For transacting the general business of the Colony. 150. 0.0 = 1,500.00

5. " " " 150. 0.0 = 1,500.00

6. " " " 150. 0.0 = 1,500.00

7. " " " 150. 0.0 = 1,500.00

8. " " " 150. 0.0 = 1,500.00

9. " " " 150. 0.0 = 1,500.00

10. " " " 150. 0.0 = 1,500.00

11. " " " 150. 0.0 = 1,500.00

12. " " " 150. 0.0 = 1,500.00

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MARRIAGES OF BRITISH SUBJECTS.

In moving the second reading of the Bill entitled "An Ordinance to give effect to an Order in Council made by His Majesty the King on the 12th day of March, 1903, relating to the Marriages of British Subjects in Foreign Countries," the Attorney General also addressed the Council.

The Colonial Secretary seconded and the Council went into Committee on the Bill which was read a third time and passed.

WIRELESS TELEGRAPHY.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to authorize and regulate the establishment and use of installations for the purpose of Wireless Telegraphy."

The Council went into Committee and the bill was afterward read a third time and passed.

SURRENDER OF FUGITIVE CRIMINALS.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to amend 'The Malay States (Fugitive Criminals) Surrender Ordinance, 1903.'"

The Colonial Secretary seconded.

Carried.

The Council went into Committee and the Bill was read a third time and passed.

ADJOURNMENT.

The Hon. Sheehan moved the adjournment of the debate in order to call attention to the Colonial Secretary's reply to his question regarding the printing of the Ordinances. That reply he took to be in the negative, and he desired to call attention to the very great inconvenience which the mercantile community of the Colony suffered in not being able to get copies of the Ordinances.

The Hon. Sir Paul Chater seconded the motion.

The Colonial Secretary replied that 160 copies of each Ordinance were printed and that had been found sufficient. He did not know how many copies the Council had printed in 1899, but he reminded the hon. member that a new edition would shortly be available to the public.

The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. On the motion of the Chairman, seconded by the Colonial Treasurer, the financial minutes below embodying the following votes were unanimously passed and recommended for approval by the Legislative Council:—

PUBLIC UTILITY.

A sum of \$12,000 to meet the cost of reconstructing the public mortuary during the current year "under public mortuary, extension and re-construction, public works extra-ordinary."

QUEEN'S COLLEGE.

A sum of \$250 in aid of the vote under "other charges," Queen's College, education."

Allowance for Chinese teachers .. \$150.00

Incidental expenses .. 100.00

\$250.00

THE GAOL.

A sum of \$3,078 in aid of the vote for personal emoluments and other charges, Gaol Department.

Staff for the temporary prison (Belilios Reformatory) for 6 months ending 31st December, 1903.—Personal Emoluments:—

1 principal warder at \$1,140 .. \$ 570

Do exchange compensation .. 456

2 warders at \$96 per annum each at 1/8d. 1,152

1 clerk at \$360 per annum .. 180

4 assistant warders, at \$216 per annum each .. 432

2 cooks at \$96 per annum each .. 96

1 cook at \$96 per annum .. 48

Other charges:—conveyance allowance, 144

Total .. \$3,078

The proceedings then terminated.

HONGKONG ELECTRIC CO., LTD.

ANNUAL MEETING.

The fourteenth ordinary yearly meeting of shareholders in the Hongkong Electric Company, Limited, was held at the Company's offices, No. 4, Queen's Building, at 12.30 this afternoon. There were present Mr. A. G. Wood (Chairman), Hon. Sir C. P. Chater, G.C.M.G., Hon. C. W. Dickson, Mr. G. H. Medhurst (directors), Dr. J. W. Noble, Messrs. T. H. Reid, G. M. Bain, J. T. M. Wheeler, J. R. Michael, R. R. Robt. O. Hepburn, and J. W. A. C. Bonnar (Secretaries).

The Secretary having read the notice convening the meeting.

The Chairman said:—The report and accounts have been in your possession for some time, so, with your permission, I will take them as read. I am sure that I may congratulate you on the continued good results shown in the accounts now before you; our net earnings amount to the sum of \$79,167.11 available for distribution, which enables us to pay a dividend of 9%, or 1% better than we have hitherto achieved and to write off \$34,741.11, a larger amount than before, for depreciation of plant and furniture and to carry forward \$3,453.00. In making this provision for depreciation we are continuing that policy which has been steadily followed to keep us in a position to meet the rapid but continued changes and improvements in electrical machinery and appliances. Our manager, Mr. Wickham, is now on leave and during his stay in England and while on his return journey through the United States he will avail himself of any opportunities to gain information about any improvements which are likely to be of advantage to us in the alterations and extensions we may find it desirable to introduce. The use of the current for light and power continues to show a steady growth, being for this year the equivalent of upwards of 220,000 lamps of 8 candle power against 163,000 last year, and lighting remains the same and the lifts operated by our service have increased from 9 to 11. The expenditure on working accounts has been in about normal proportion with the increase of the company's business, though we have been put to some additional outlay for coal for a better, that is less smoke making, quality to enable us to comply with the requirements of the Public Health Ordinances. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to put.

The Chairman proposed, and Mr. R. C. Wilcox seconded, that the report and accounts as presented be adopted and passed.

Carried.

DIRECTORS.

Mr. T. H. Reid proposed the re-election of Messrs. G. H. Medhurst and A. G. Wood as directors.

Mr. Wheeler seconded and the motion was carried.

AUDITORS.

On the proposition of Mr. J. R. Michael, seconded by Mr. G. M. Bain, Messrs. Gershom Stewart and C. W. May were re-elected auditors.

The Chairman said:—That is all the business, gentlemen. I thank you for your attendance. The dividend warrants will be ready on Monday morning and can be had on application at the office.

THE ADMIRALTY DOCK.

OFFICIAL OBSTINACY.

A PREPOSTEROUS PROPOSAL.

The Hon. Sir Paul Chater, Kt., C.M.G., has kindly placed the following correspondence relating to the public petition in favour of the removal of the Admiralty Dock and Naval Yard to a more suitable site outside the city of Victoria, at the disposal of the Press:—

Hongkong, 9th April, 1903.

SIR,—On the 26th ultimo you were good enough to receive a Deputation composed of representatives of the various Commercial interests in the Colony when the question of the proposed new Admiralty Dock was discussed and when as Chairman of the Deputation I had the honour to inform Your Excellency that we proposed to draw up a petition to the Right Honourable the Secretary of State for the Colonies praying that a Royal Commission be appointed to consider the whole question relating to the dock.

In consequence of the unanimous support this movement has received from all sections of the Hongkong Community a petition has now been prepared and though the time at our disposal has been limited signatures have been readily obtained including those of all classes and nationalities represented here and embracing, most, if not all, of the leading business firms in the Colony.

I have now the honour to hand Your Excellency this petition, with the request that you will be pleased to forward it to the Right Honourable the Secretary of State for the Colonies, and would further ask that Your Excellency be good enough, as soon as possible, to telegraph a summary of the petition to London.

In conclusion I would beg on behalf of this Community to express our gratitude for the kindly sympathy Your Excellency has shown to us in this matter, and to express the hope that with your able assistance the great improvement for the Colony advocated in our petition may be carried out.—I have &c.,

(Sd.) C. P. CHATER, Chairman.

THE FAMINE IN KWANGSI.

The Hon. Gernhom Stewart, hon. secretary of the Kwangsi Famine Fund, has received the following communication from the Rev. Gaff.

NANNING, Kwang Sai,
June 29th, 1903.

Dear Mr. Stewart,—In company with Rev. Norman Mackenzie I left Kwai Un on June 9th en route for Nanning. We sailed on a house boat belonging to the French Consul at Lungchow kindly lent to us for the purpose. The rice amounting to 244,088 catties was carried in seven cargo boats.

It had been our expectation before coming to Kwai Un to load rice in 10,000-catty boats, but the necessary number of vessels for this purpose was not available.

I may also say that the special trackers, promised (I understood) to Mr. Clement, were not provided at any point through out the whole route, neither had Mr. Fletcher heard anything of this matter. The Magistrate sent twenty soldiers to escort us to Wangchow, and they were distributed among the seven rice boats. A start was made at 2.45 p.m. on the 9th June. A few minor accidents resulting in the loss of considerable time delayed us at various points on the way.

We reached Wangchow on Wednesday, June 17th, at 6 a.m. and from there sent you a message. "Arrive Wangchow." No special trackers provided as promised. The rice was "Goff" (approximately the same as such). I did not take a duplicate. Also at this place we received a wire from Mr. H. H. H. at Wing Shun. "Awaiting you here—Hinky." To this we replied: "Received by wire. Hope arrive Wing Shun twenty-first."

We sent our cards to the Yamen, but learn that the magistrate had already left for Nam Hing.

The Kwai Un magistrate's soldiers were left here, according to understanding, and we proceeded without escort but not minus peace of mind.

We arrived at Na Hing on Thursday, June 18th, at noon. Four soldiers presented themselves to say that the Wangchow magistrate had left for a village some distance away and had sent them to act as escort to Wing Shun. On inquiry, found that magistrate had not supplied them with sufficient rice for journey, and regarding an escort of four soldiers for eight boats, declined to accept and gave soldiers our cards to produce as proofs that they had communicated the magistrate's message to us.

We arrived at Wing Shun, Sunday, June 21st, at 9.45 a.m., and here we were very pleased to meet Mr. Hinky. He informed us that Mr. Worsnip had already left for Wuchow, and he conveyed the information that for some weeks the gentry of this place had been distributing rice gratuitously to about 1,000 people, including men and women; that the portions given out the previous day had been very small and he therefore thought they had reached nearly the end of their resources. In company with him we visited the distributing centre and were glad to notice that the general condition of the people was much better than in Kwai Pong.

We had a conference with the gentry. They were heartily in sympathy with our suggestions to distribute unboiled rice instead of gruel, and to do so every third day in minimum portions of 12 oz. (Chinese), and giving two or more times this quantity according to the pressing nature of the individual's need. In conference with Mr. Hinky we decided to leave 50,000 catties here on behalf of United States Consul. Later in the day we had an interview with the magistrate, at which several of the gentry also were present. They seemed to be in hearty sympathy with our object and promised an escort of soldiers up to Nanning.

In consultation with Mr. Hinky it was thought advisable that either Mr. Mackenzie or I should remain to assist Mr. Hinky who did not yet have any experience in the distribution of famine relief. Accordingly it was decided that Mr. Mackenzie remain for the present. In order to obviate any delay, 1,150 catties of rice were immediately transferred from one boat to the most heavily laden junk, making her total cargo 500,555 catties, and she was left at Wing Shun, the remaining six rice boats leaving the following morning at daylight en route for Nanning. At Wing Shun Mr. Hinky kindly lent me his colporteur, who is familiar with the district, for the journey to Nanning.

I found him most useful. Reached Ling Li same evening at 5.45. With colporteur walked through the destroyed village to the one behind us now recognized (I understand) by name of Ling Li.

All the elders were away at market. Spoke to several people. They assured us they had sufficient rice to last till harvest, due in a month. Colporteur and self both felt that the people were much afraid we "had come to take away their country," so did not wish any connection with us.

Requested one household and other people whom we met to inform the elders of our arrival on their return this evening and ask them to come to boat to see me. Afterwards had conversation with some people living in temporary premises on bank of river and found that there were several needy cases amongst them.

Elders did not come during the evening. Next morning early I was most precious and I wished to carry all the rice to the needy people to come down for rice at daylight. Comparatively few responded whilst many sat higher up on bank of river watching operations, but seemed quite indifferent to receiving rice. Gave out 600 catties, presenting each person with 10 catties, then left. I could not feel justified in consigning rice for free distribution to irresponsible people.

Arrived at Cheung Tung same day at 12.30 p.m., first rice boat mooring at 3 p.m. (Rice boats progressed much more slowly than boat on which I was travelling).

With colporteur went to visit leading gentlemen of the place, but with the exception of two, Messrs. Man and Sun, they were all away on public business, and would not be back for two or three days. Had conversation with these gentlemen, who referred to Mr. Clement's visit and seemed disappointed to hear he was not with me. They informed me that Cheung Tung itself was no longer needy, as the first rice was now matured and was being consumed, but in the villages near by, inland from the river bank, the rice was not quite ready. They requested 10,000 catties only, and assured me that would be sufficient. I suggested to them that they had a convenient centre, that they adopt the practice of Kwai Pong of distributing every three days and giving unboiled rice. Twelve oz. (Chinese) to be the minimum portion and up to three catties according to need.

They promised to adopt this suggestion, and to send me regularly a report of the work done. They expressed themselves as quite clear on three details over which I feared there might be misunderstanding, viz.:

(i) The rice was for free distribution only, not for cash sale.

(ii) It is to be distributed unboiled.

(iii) That the responsibility for, and expense of carrying up from, boat is their business.

Unloaded 20,000 catties and set sail at 5 p.m.

Arrived near village called Cham Pan Hui at 6 p.m., on opposite side of river from Cheung Tung. The people called to ask for help. Went into the place and found it in a very dilapidated condition. The people were evidently in need. Some other villages were distant two and three miles. Persuaded them to send messengers and inform them that rice was here, for the needy only. Next morning Thursday, June 25th, at 6 a.m. distributed rice to people from this village, on river bank, 2,200 catties, giving to each person about 15 catties. Elders' names Leung and Ngan.

Gave to old gentleman from small place across the way consisting of twenty souls, 200 catties for distribution. Village called Ha Ho, elder's name Leung Man Chung. Afterwards people from villages in Cham Pan Hui, sent to last evening, arrived, on river bank. They numbered 45, but lending many gave me detailed lists of over one hundred people. Did not feel justified in giving out rice recklessly, so handed to them for distribution, 800 catties. Elders' names Ngan Shi Shing, and Chan Yun Chai. Left this place at 8.30 a.m. and two hours later we were at a sandy beach on right hand river bank, saw a number of people assembled. They informed us they were from a village called Ngan Wan, elders' names, Li Mok and Tang. Caused people to sit down in order. They numbered about 100. Distributed to each one in measures holding thirteen catties, and gave in all 1,550 catties.

Reached Po Min at 2.0 p.m. With colporteur went to Shin Tong and saw five of the leading members and most influential people of the town. They said that matters were very bad, that 1,500 people had been daily receiving rice gratuitously during the two months they had been distributing, but that the people who were really in need of rice were very many more. Harvest was not due for twenty days at least. They promised to see to distribution in the different villages on their side of the river, but told me plainly they could not undertake any places on the north bank. Decided to give them 4,000 catties. At the Shin Tong place, but conversation with gentlemen from villages in North side of river, gave 6,000 catties in San Ch'in (large place) 1,800 to Kun Ting, No San and No Tan (very small places) and 200 catties to Tam Hung. Finished weighing by dark.

Names of Po Min Shin Tong gentlemen whom I saw are:—
Ngan Pu Tsan (Headman), Ching Yuk Tin, Tsun Wai Ching, Pan Ka Shi, U Ka Kon. Also independent gentleman present at conference, named Tam Ka Kit. They understood clearly that rice was for free distribution.

i. That portage from rice boats was their business.
ii. That no deserving person was to be refused help irrespective of what his native village might be.
Names of elders at San Ch'in. Yeung Chiu Ting, Yeung Ming Nga, and Suk Pit Kwong. Names of elders from Ting Kam, No San and No Tan, were Chan Ping Shing, and Kam I Pan. Surname of elder at Tam Hung Li.—Left Po Min at dawn on Friday, June 26th. At 8.30 a.m. old gentleman came in boat with six others from village on North bank, named Sheung Chau to crave help. Population now one hundred old. A few people had food. Crops had been destroyed by robbers and some people killed. A few had died of starvation. Gave them 800 catties. Elder's name So Shing Fan.

Reached Leung Hing at 12.30 p.m. Visited men of the municipality with colporteur. They said there were several poor and needy people in their village, and that in the vicinity the villages were exceedingly needy. Offered to go at once to some of them to see. No one was willing to accompany me to point out the way. Took this as an indication they were rather afraid. I would find the places not so needy as they had represented.

Found that the village of Leung Hing itself was in very fair condition. Business seemed good, the shops were well stocked, the people healthy and strong in appearance. On way back told the very necessitous to come down to boat. A company was soon gathered together and to them distributed 400 catties and set sail for Nanning at 2.30 p.m.

Reached Nanning at 7 a.m. Saturday, June 27th. Sent a wire to you. Arrived Nanning. Dropped 10,000 catties Cheung Tung, 40,000 Po Min, 20,000 at small places on way in all. Goff (Wine was approximately 50, did not take duplicate). Called upon the Un Magistrate who did not appear much interested in the object for which I had come. Said the conditions here were not so bad and the villages could not be reached even by soldiers on account of robbers. Requested him to lend me a horse and a few soldiers and I would visit villages and investigate. He promised to see the To Toi about this matter as he could not say anything before doing so. Neither could he promise me a place for the storage of rice before consulting him. Would let me have an answer next day.

On Sunday, June 28th, a deputation of four gentlemen called upon me. Three were from Cheung Tung and came to express thanks for the rice given out there; the fourth man was from Ling Li and came to beg for rice from that place and district. He was not present when I called and explained that the seeming indifference of the people was caused by fear. They have been completely cowed lately in consequence of the raids of robbers and the eventual burning of their village, and they dared not enter into any transaction with me for fear of consequences, although their circumstances were worse than those existing elsewhere. Even rice bowls, many of the people did not possess. He assured me that there were at least in the thirty villages of that district about 900 people without food, and without the hope of any, for the rice as the first crop had not been planted owing to the lack of rice. Gave him 20,000 catties. This elder's name was Chung Sing, and the names of other elders in the place were Luk Tsai Chau, Cheung Yeung Shin, Lu Man Fo, Luk Kin Hau and Ton Sheung Po.

Later in the day a gentleman named Lu Lung Kwong came from Lo Lin, to ask for rice for that district. Mr. Hinky had told me that this place was in great distress. It is five miles inland from Leung Hing, and had the people there shown greater willingness to help in relieving distress I would possibly have left rice for this place and district there. Mr. Hinky had mentioned to me a gentleman named U Fu Ai, a native of Lo Lin, an honest and responsible man. This gentleman called upon me yesterday, but as I had not then seen the magistrate I could not on the instant promise him anything and requested him to wait till evening for an answer. This gentleman named above, came in his stead to-day, as Mr. U could not remain longer in Nanning. In Lo Lin district there are 30 villages with a population of 3,000, all of whom are needy. Rice is due in about a month. Gave him 10,000 catties.

During the day the Un and the Wai magistrates came to see me. The latter had conducted Mr. Clement from Kwai Un to this place on the occasion of his visit two months ago. The Un informed me that the To Toi was very pleased I had come to distribute rice, and wished to extend his sincere thanks to the Hongkong Committee, for their generous con-

tribution of rice. The Wai Un seemed to be well informed of the state of affairs here, and to me it did not seem for the first time that rice made by Mr. Clement the distribution of which would have ceased at the end of the fourth Chinese month, but in consequence of that promise the Kwang Sai Shen Tong had continued to give during the fifth month, and the Kwang Tung Shin Tong was now distributing for this, the intercalary fifth month. The people were in expectation of this "English" rice and would be disappointed if they did not now receive it. Ten days he thought would be sufficiently long for distribution in the city itself.

The officials seemed greatly opposed to my going into the country to investigate at present, offering as their reason, the bad condition of the roads and the presence of robbers.

They promised to send members of the gentry class into the more distant villages to inquire and make full lists as to the numbers of the destitute.

I hope to see the gentry to-morrow and to arrange a system for the distribution of unboiled rice to the people of Nanning and immediate neighbourhood. I hope to arrange it on the Kwai Pong system. This distribution will be for the people living within walking distance of the distributing centre. The investigations of the gentry above referred to are limited to the places beyond easy walking distances.

I enclose a rough draft showing amount of rice still in hand to credit the Hongkong Committee.

Trusting you will find everything in order, believe me, Your obedient servant,

CHARLES A. GAFF.

The Hon. Gernhom Stewart,

Hongkong.

Reliefs of rice on account of the Hongkong Famine Relief Committee, Kwai Un to Nanning, to date June 28th, 1903.

Catties.

June 21, Wing Shun lent U.S. Consulate 50,035

22, Shipwrecked Crew... 200

23, Ling Li... 60

Ling Li odd persons... 50

Cheung Tung... 10,000

Cheung Tung odd person... 3

24, Cham Pan Hui... 7,200

Na Ho... 200

Cham Pan Hui... 800

Cham Pan Hui odd persons

shot of rice through delays

caused by rice junks... 50

Own crew... 50

Ngau Wan... 1,550

Po Min... 40,000

San Ch'in... 6,000

Kam Tung, etc... 1,800

Tam Hung... 200

25, Sheung Chau... 800

Leung Hing... 400

28, Ling Li... 20,000

34,758

Total shipment from Kwai Un... 244,088

Distribution to date June 28th, 1903 134,758

Still in hand... 109,310

N.B.—10,000 catties promised No Lin not yet deducted, as it has not been discharged up to present. Will appear on next account.

HONGKONG WATER POLO LEAGUE COMPETITION.

The following is the present position of the competition:—

Club	W.	L.	Goal.	For against.	Points
Club Lusitano	1	0	0	0	2
R. G. A. C.	1	0	0	0	2
H. K. V. C.	1	0	0	0	2
Y. M. C. A.	1	0	0	0	2
Sherwood Foresters	1	0	0	0	2
Royal Engineers	1	0	0	0	2

At the Magistrate's on Thursday the hearing was resumed, before Mr. J. H. Kemp, of the charges against R. G. McEwen, Inspector of Markets, of accepting bribes to influence his conduct as a public servant.

Mr. F. B. L. Bowley prosecuted on behalf of the Crown; Mr. M. W. Slade defended, and Mr. D. Piper appeared on behalf of the poultry guild and of each witness called for the prosecution from that guild.

Chief Detective Inspector J. W. Hanson deposed to taking the statement of the defendant and reading the charge to him.

This closed the case for the prosecution, and defendant, who reserved his defence, was committed for trial at the next Criminal Sessions.

Mr. Bowley asked his counsel to increase the bail to two several of \$500 each.

Mr. Slade could not see why persistent applications of the part of the Crown should be made for an increase of bail. His Worship had already, on two occasions, when the case was no stronger than at the present time, decided that bail of \$500 was sufficient, and it was inconceivable in a case such as the present that a man with 13 years' service should not attend his trial. If the \$500 was sufficient to bring him up twice before the Court surely it would be sufficient to bring him before the Supreme Court, and particularly as he had not contested the case, he had called no witnesses and made no statement, and by his attitude showed he was waiting and intending to appear before that Court.

Mr. Kemp did not think it would be very hard for him to find two sureties of \$500 each, but he did not wish to do anything which might be construed as an expression of opinion on his part as to the merits of the case, and bail would be the same as before—\$500.

THE CASE AGAINST JOHANNSEN.

N. A. Johannsen, overseer of markets, was then charged with accepting a bribe of \$50. Chief Detective Inspector Hanson prosecuted, and Mr. M. W. Slade appeared for the defence. Mr. D. Piper also watched the case on behalf of the poultry guild and witnesses called from the guild.

Mr. A. Gibson, Colonial Veterinary Surgeon, gave evidence regarding the duties of the defendant, whose salary, he thought, was \$50 a month with compensation and other allowances.

Witnesses were examined and the case adjourned for a week.

Tang So, market coolie, was charged with receiving the sum of \$20 which, it is alleged, he gave to McEwen as a bribe. Mr. Bowley announced that the principal witness was ill in the country, and asked that the case might be adjourned. His Worship fixed the hearing for Monday, the 13th inst., at 10 a.m.

A TOKIO despatch to the *Asahi* states that the Ministry of Agriculture and Commerce ordered sixty-five foreign marine, fire and life insurance companies at Yokohama, through the Governor of Kanagawa Ken, a few days ago, to deposit yen 100,000 each with the Yokohama Government Branch Treasury on or before the 1st October next in accordance with Art. 5 of the 1902 Imperial Ordinance of 1902.

PROF. DAVIS IN HONGKONG.

We have received a visit from Prof. W. A. Davis, the well-known illusionist, who arrived in the Colony on Thursday from Australia. It is his intention of appearing in public during the next fortnight, and he will introduce many entirely new novelties in his special line of mystery and magic. He is evidently going to present a first-class programme for he has also brought with him an up-to-date biography with the latest animated pictures. This is his third visit to China, and although he was unable to give an entertainment in Hongkong last year, he mystified the natives of the neighbouring Empire for seven months, and they will doubtless be interested to learn that he has more startling things to show them. Prof. Davis arrived on the *Kanaga Maru*, and on two occasions during a most delightful trip entertained the passengers.

H.M.S. "SPARROWHAWK" AND "VIRAGO" IN A STORM.

The torpedo boat destroyers *Sparrowhawk* and *Virago*, which are now due from Esquimaux, encountered a severe storm between Yokohama and Kobe. For twenty-four hours they battled with the waves and the damage sustained is such, that the little vessels have become badly strained, and their being thoroughly repaired has become an absolute necessity.

These in charge of the *Sparrowhawk* and *Virago* state that never in the history of the little destroyers, have they met with such strenuous experience, as in the present voyage between Yokohama and Kobe.

The vessels came the greater part of the distance between British Columbia and Honolulu under their own steam. They were accompanied by a British cruiser, and towards the latter part of the journey she towed the destroyers into Honolulu. They remained at the larger port for several weeks. Here the ships were given a thorough overhauling, and the machinery was placed in good repair.

The *Amphitrite* accompanied the boats from Honolulu to the Outer Islands, the boats were made at Midway Island where the vessels called. They reached Yokohama May 24, a few days later, they resumed the journey through Japanese waters and to Shanghai which they were to leave on the afternoon of the 2nd inst.

INDEPENDENCE DAY.

Today is the 127th anniversary of that eventful occasion when the Declaration of Independence received the assent of the delegates of the colonies, who developed their allegiance to the British Crown, and declared themselves free and independent states under the general title of the thirteen United States of America.

It is in honour of that memorable event that Americans in Hongkong to-day are giving echo to the patriotic cheers which are sounding in their homeland across the Pacific. The day is one of international pleasantness, many happy and varied expressions of fraternal relations of mutual good will are being heard on all sides. "A real good time" it is being spent. Ships in harbour have been dressed, and strings of crackers have been strung in the streets. Consul-General Bragg was at home at the United States Consulate in Ice House Street from 11 a.m. to 1 p.m., and the manager of the International Bank was among those who received many friends during the morning. In Manila a committee drew up a most elaborate programme to celebrate the day, and it was expected to eclipse anything of the kind yet seen in the Philippine Islands. Preparations were made for a magnificent pyrotechnic display, the committee having had ample time to make the necessary arrangements, an order having been given to a Japan firm for an ample supply of fireworks for a spectacular display, including some set pieces. Other details point to a most elaborate and a hot time in the old town to-night—as a band of friends from across the Pacific was whistling while marching in Consul-General Bragg's at home this morning.

KOWLOON.

The right way of developing the peninsula on the other side of the harbour is being proceeded with by the Government. Plans and specifications have been completed for the construction of a road from Hung Hom to Yau Tei, thus placing these growing townships into closer communication with each other. The road will start at a point in Kowloon L. 65, 1/2, 1/2, and terminate in Six Street, Yau Tei. There will be a branch to First Street Yau Tei.

THE "HISPIG" IN A GALE.

With reference to the paragraph appearing in the *Telegraph* of the 29th ultimo, from the *Shanghai Mercury*, we were favoured on Monday by a visit by Capt. Macfarlane of the *s.s. Hisping*, of the C. E. & M. Co., Ltd. Capt. Macfarlane states that during the voyage referred to in the "par." from our Shanghai correspondent, his steamer did not get into a typhoon as reported. She simply passed a fresh gale and a heavy confused sea such as is usually experienced at this time of year when a ship passes the tail end of a typhoon. The heavy swell was caused by the typhoon passing to the westward. As regards the supposed smart upsurge in which the *Hisping* was handed, the Captain, with the modesty characteristic of British seamen, informs us that his steamer was hauled in just the ordinary way—a straight course was steered with a small allowance for leeway. In fact, at no time was ship danger or required extra careful handling from the master or his crew. It is customary for the French, with their proverbial nationalism, to thank the officers of any vessel who conclusion of a voyage, and the Captain accordingly accepted the cordiality of the hands of the French military officer on arrival for the comfortable time his men had had aboard the *Hisping* on the journey down to Shanghai.

FAIR PICNIC EXCURSION.

On Sunday about ten o'clock some of the Members of the United Service Lodge of Freemasons at their friends were returning from a picnic, after spending an enjoyable day, at Lamau Land, an incident occurred which caused a most serious party. After leaving Kowloon where some of the party went ashore one of the Chinese firemen, who had apparently fallen asleep on the top of the awning the launch, fell into the water. Immediate boat was lowered, a buoy thrown to the unfortunate man, and the launch turned about, but further trace was seen of him. For fifty fathoms the launch stood by, and then proceeded to Hongkong, leaving the dinghy with a man in her, but the body could not be found. The accident occurred about midway between Kowloon and the Kowloon Dock.

FIVE FIREMAN DROWNED.

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NEW TERRITORY NOTES.

(From Our Correspondent.)

SANTIN, July 1st.

THE RAIN-STORM.

On Saturday and Sunday we had one of the heaviest rain-storms that has been known for a considerable number of years; but fortunately there was very little damage done. Of course, everywhere was flooded and in some places rendered impassable. A great number of houses were washed out, also the Santin Police Station (an old joss-house). The Chinese say that the rain has come too late for the first crops of paddy, which is not so good again this year.

NEW BUILDINGS.

It is said that in the Ping-shan district Archdeacon Banister is going to build a church, and in the Au-tai district the Government is going to have a school. Mr. Irving, the Government Inspector of Schools, was out here last week looking into the matter. It is not, however, by means of schools that Government can develop this side of the New Territory. It is good roads that are needed. That from Santin village to the landing place of the Hongkong steamers at Lakmashow is simply dangerous, and requires attention at the hands of the P. W. D. When the territory was in possession of the Chinese, the elders of the different villages had to keep the road in proper condition; but now it seems as if it is no one's business to look after them. We never see a Government official on this side (Deep Bay) of the New Territory; they all keep to the Tai-po side. If the Government want to develop this side, they must make a road right round the territory. It need not be an expensive road like the Tai-po road, but one, say, over which a bicycle or a horse can travel without danger.

SERGEANT GERRARD.

When Sergt. Gerrard of Shung-shui brought back his bride he met with a great reception from the Chinese. All the elders from the different villages in his district met him at the landing place with flags, banners and Chinese music and escorted him and Mrs. Gerrard to their new home amidst a volley of fire-crackers and good wishes.

CROWN RENT.

The Government has at last assumed a firmer attitude in collecting the Crown rents. Now when a Chinaman does not pay his Crown Rent a distress warrant is issued by the officer in charge of the district in which the defaulter lives, and something of his property is taken away and sold within three days by auction. Yesterday at Au-tai Sergt. Adlington held two auctions: one of pigs and another of cows. They brought in fairly good prices. It is the only way the Government could proceed to enforce payment, as some of the people are in arrears with the Crown Rent for over three years and will not pay. In some cases it might be a question of, say, 31 cents per year, and yet the owner refuses to pay up till made to do so. During the rain-storm the Hongkong launch *Yui Sun* ran ashore in the Sam-chun river and is still there. No lives were lost or damage done. She is owned by a Chinawoman.

CROWN LAND SALES.

It is pleasing to see that the suburban districts of the Colony are coming into demand for buildings of a class suitable for the native population. The particulars and conditions of a sale of Crown land to be held on 20th inst. show that two lots at Tai Hang village will be put to auction. Each lot comprises 2,250 square feet, and is subject to a Crown rent of \$24. The upset price is \$675 in both cases, and the purchaser will be called upon to expend \$1,500 in rateable improvements on each of the lots. It will be seen that the figure is comparatively higher and the Crown rent is not unduly burdensome when what a permanent Government might extend to the inhabitants. The fact that land at Tai Hang is coming more prominently before the public is satisfactory evidence of the growth of the colony generally, which is sure to be stimulated with the early completion of the electric tramway.

THE MOVEMENTS OF VICEROY TSEN.

Reports printed in the *N. C. D. News* corroborate the statements of our Canton correspondents in regard to the new Viceroy's activity at Canton. Our northern contemporary states that since Viceroy Tsen Chun-hien's arrival in Canton, "His Excellency" has lost no time in weeding out a number of dishonest and incapable officers. Not only has he done this, but also found several of the wealthiest amongst them, giving out that the money so obtained was to go partly towards relieving the famine sufferers in Kwangsi and partly to raise more troops. The total amount obtained from these fines is said to be over a million two hundred thousand taels, one official being fined 200,000, three 100,000 each, and a number of others ranging from 10,000 to 20,000. This had made many other mandarins, who have become rich through questionable methods to quake in their shoes and wonder when their turn is to come. It is also reported from Kwangsi that General Pan, commanding the Tsoching Circuit of Kwangsi, whose troops have joined the rebels, upon being ordered by Viceroy Tsen to resign, committed suicide immediately after receiving the Viceroy's order.

THE FOCHOW DOCKYARD.

A STRANGE RUMOUR.

It is freely rumoured in Peking that the Minister of a Power, who

HONGKONG IN 1902.

The history of the Colony in 1902 is officially recorded in H. E. Sir Henry A. Blake's report on the Blue Book laid before the Legislative Council this afternoon. The report reads as follows:

Government House,
Hongkong, 22nd June, 1903.

Sir, I have the honour to submit, for your information, the following general report on the annual Blue Book for the year 1902.

FINANCES.

The revenue for 1902 exclusive of land sales amounted to \$4,329,712.48. Land sales for the year reached \$7,371,321.22. The total revenue from all sources was therefore \$11,701,033.70, or \$205,108.70 more than the estimate. All the main sources of revenue showed an excess over the estimated receipts with the exception of interest on credit balances and the water account, which yielded \$2,996,088 and \$1,045,553 respectively less than the estimate.

Licences and internal revenue showed an excess of no less than \$18,340.55 over the estimate, and there were also considerable excesses under fees of court or office, &c., post office and light dues.

The expenditure for the year, chiefly owing to the sums disbursed (under the head of miscellaneous services) in connection with the estimate, was very large, and far in excess of the estimate. The estimated expenditure (including that on public works extraordinary) was \$4,558,955.26, but the actual disbursements exceeded this estimate by \$1,350,593.25.

The total actual expenditure was \$5,909,548.51. Deducting from this the total actual receipts, there was a deficit of \$1,008,474.81 on the actual working of the year, though the surplus of assets on December 31st amounted to \$66,869 exclusive of arrears of revenue.

(a) General Revenue and Expenditure.

Here follows a brief abstract of revenue and expenditure for the years 1901 and 1902.

(b) Assets and Liabilities.

At the end of the year 1902 the surplus of the assets of the Colony over the liabilities amounted to \$66,869.48, the total assets being \$814,903.29 exclusive of arrears of revenue amounting to \$90,780 and the total liabilities to \$748,033.81.

(c) Public Debt.

There is a public debt of £341,799.15 outstanding. The original debt was incurred in connection with the water reclamation, the central market, and water, drainage and sewerage works.

Interest at 3½% is payable upon the loan, which is being paid off by a sinking fund.

TRADE, INDUSTRIES, FISHERIES, AGRICULTURE AND LAND.

(a) Trade and Shipping.

A table is appended showing the principal articles of export in the year 1902 in vessels of European construction, compared with similar returns for 1901.

It will be observed that coal imports resumed their upward tendency, and the figure for 1902 is not appreciably smaller than that for the abnormal year 1901. Still more noticeable are the large increases in the import of opium and rice.

The principal features to be remarked in the reported trade of the port for 1902 are:—An imports reported—

Increases in tonnage of	69.6%
" rice	32.6%
" general	15.7%
" coal	13.4%
" sugar	11.1%
" timber	10.7%
" hemp	26.5%
" flour	25.1%
" bulk oil	22.9%
" case oil	22.5%
" cotton	20.3%

The net increase under this head amounts to 482,476 tons. In exports, there is an increase reported of 126,814 tons. In transit cargo is an increase reported of 237,812 tons.

The total reported import trade of the port for 1902 amounted to 26,037 vessels of 9,867,486 tons carrying 6,921,928 tons of cargo, of which 4,549,531 tons were discharged at Hongkong. This does not include the number, tonnage or cargo of local trade vessels, or steam launches. These returns show a decided improvement upon those for 1901, when the import trade was much depressed. This is a hopeful sign, especially as the further fall in silver exchange and the high values ruling on the home markets in certain staple commodities continued throughout the year to militate against the import trade of the Colony. It must not be forgotten that figures such as those given above are necessarily imperfect in the case of a free port.

The returns depend for accuracy upon the information voluntarily afforded to the Harbour Master by the masters and agents of the vessels concerned, and their reliability cannot be tested as thoroughly as might be desired. The total tonnage entering and clearing during the year amounted to 21,538,780 tons, being an increase, compared with 1901, of 2,203,356 tons and 3,083,044 tons in excess of any previous year. There was 51,542 arrivals of 10,783,502 tons, and 51,547 departures of 10,754,278 tons. Of British ocean-going tonnage, 3,210,441 tons entered, and 3,005,148 tons cleared. Of British river steamers, 1,775,960 tons entered, and 1,780,238 tons cleared. Of foreign ocean-going tonnage, 3,273,817 tons entered, and 3,278,719 tons cleared. Of foreign river steamers, 95,766 tons entered, and 95,909 tons cleared. Of steam launches trading to ports outside the Colony, 97,667 tons entered, and 97,667 tons cleared. Of junks in foreign trade, 1,613,875 tons entered, and 1,624,344 tons cleared.

Of junks in local trade, 910,016 tons entered, and 903,313 tons cleared. Thus—

British ocean-going tonnage represented,	27.94%
" river	16.54%
Foreign ocean-going	30.5%
" river	0.91%
Steam launches in foreign trade	0.94%
Junks	8.45%

100 per cent.

A comparison between the years 1901 and 1902 is given in a table attached.

For vessel under the British flag, the table shows an increase of 387 ships of 358,148 tons. These figures are, however, misleading, for river steamers are responsible for an increase of 397 ships of 157,539 tons. This leaves a net decrease of 10 ocean-going ships, with an increase in tonnage of 200,609 tons. The above increase in river steamers is due to the fact that the one vessel which ran in 1901 and not in 1902 was counterbalanced by two which started to run at the end of 1901, and two which started to run at the beginning of 1902. The fall of 10 ocean-going vessels is a genuine decrease, which loses a portion of its significance when we consider the increased size of vessels as evidenced by the increase in tonnage. For vessels under foreign flags, we find a large increase, viz., 1,267 ships of 1,358,709 tons, of which 301 ships of 93,517 tons are due to river steamers, one new French vessel having started to run in 1902, and another French ship having run more often in 1902 than in 1901. The remainder, 966 ships of 1,265,192 tons, is due to—

An increase of 433 Nor. ships of 372,021 tons.

" 186 Ger. " of 211,519
" 169 Chk. " of 322,668
" 120 Jap. " of 342,668
and smaller increases in other nationalities.

The actual number of ships of European construction (exclusive of river steamers and steam launches), entering the port during 1902, was 718, of which 350 were British, and 368 foreign. These 718 ships entered 4,047 times, giving a total tonnage entered of 6,284,258 tons. Thus, compared with 1901, 37 more ships entered 477 more times, and gave a total tonnage increased by 728,926 tons.

Another table indicates the nationality of the various ships entering the port, the numbers of vessels under each flag and the tonnage carried by them, compared with the similar figures for the previous year.

The total revenue collected by the Harbour Department during the year was \$266,766.99, being an increase of \$15,168.60 on the previous year.

(b) Industries.

Most of the local industries of the Colony were carried on with satisfactory results during 1902 and were less hampered by plague than during the preceding year. The fall in the exchange value of silver, to which Sir W. Gascoigne referred in his Blue Book Report for 1901, continued throughout 1902 with hardly a break. The effect of this fall, however, embarrassing in other respects, is undoubtedly advantageous as regards many local productions and industries. Cotton spinning in Hongkong was carried on in 1902 under more favourable circumstances than have prevailed since the cessation of this industry. Comparatively immunity from plague together with improved skill on the part of operatives resulted in largely increased production, and, aided by declining exchange which checked excessive imports of Indian yarns, the local spinners were freely sold at gradually advancing dollar prices. Under normal conditions the progress of this industry may now reasonably be considered as assured, but the possibility of an annual recurrence of plague which experience has proved drives many of the work-people from the Colony, owing to their strong dislike to the measures instituted by the sanitary authorities, is a factor which must not be overlooked in attempting a forecast. The sugar industry had many adverse conditions to contend against during the year which was a most unpropitious one for the industry. These were, in addition to the competition with bounty-fed beet sugars, which low prices in Europe (the result of enormous overproduction) allowed of being placed in Eastern markets at a level never before reached. The preferential treatment accorded to refineries in Japan and the very onerous conditions there to be contended against constitute a very severe handicap to trade with that country, which was formerly an important outlet for the production in Hongkong. Scarcity of water and greatly increased cost of labour were factors which further conducted to an unfavourable result to local refineries. In other respects the outlook for industrial enterprise in Hongkong is on the whole promising.

(c) Fisheries.

A considerable proportion of the boat-population of Hongkong support itself by deep-sea fishing, in which pursuit a large number of junks are engaged. In the immediate neighbourhood of the Colony, or within its territorial waters, the fishing industry has not assumed any considerable dimensions. About \$40.00 was paid into the Treasury during the year from fees for fishing stakes and station licences in the New Territory.

(d) Forestry, Botanical, Science and Agriculture.

Nearly 6,500 new trees were planted in Hongkong during the year, and more than 31,500 in the New Territory, the majority being pines. It has been found that camphors will grow successfully in the New Territory and nearly 3,000 of these trees were planted in the neighbourhood of the new Tai Po Road. Forestry and botanical work generally made good progress during the year, though hampered to a considerable extent by the excessive drought in the spring and the severity of the typhoons during July. Good experimental work is being carried on by a Chinese gentleman in the New Territory, who has under cultivation sugar cane, mulberries, and various fruit trees, flowers and vegetables. As the cultivation is carried on strictly according to Western methods, and with the assistance of Government, it is hoped that the Chinese of the New Territory will benefit by this excellent object-lesson. In another district of the New Territory a considerable area is being cultivated by a small company under European supervision. So far success has attended the growing of vegetables, and both hemp and Chinese tobacco give promise of repaying cultivation.

(e) Land Grants and General Value of Land.

Sales of Crown land for the year 1902 amounted in value to \$71,361.22, or more than \$70,000 in excess of the estimated receipts from this source, and more than \$330,000 over the actual receipts for 1901. The only year in which a larger sum has been realized was 1900, when the receipts were \$816,222. The value of the land in the New Territory which is contiguous to the harbour or south of the Kowloon range of hills has enormously increased in value since the British occupation commenced. As an example of this, a case may be cited of a small land-owner who before the New Territory was taken over held about 127 acres of land near Devil's Peak, west of the Lyemong Pass, and paid a tax to the Chinese authorities of \$5 per annum. As soon as his title to the land was confirmed by the Hongkong Land Company, he sold it to a local company for \$100,000. The cadastral survey of the New Territory and the demarcation of the farm lots was a difficult and costly work owing to the rugged and mountainous nature of the ground and the small size of the holdings. This work is now practically finished, and rapid progress is being made with the new re-rod. Building land in the urban portion of the Colony is limited in extent and continues to be very costly.

III.—LEGISLATION.

Forty-seven ordinances were passed during 1902, of which twenty-two were amending and twelve private ordinances. The dependence of the Colony for its water-supply on the annual rainfall, and the occurrence of a serious water famine in the spring of the year under review, showed the necessity of introducing new legislation to regulate and control the supply. The result was the Water-works and Consolidation Ordinance, which has for its object the securing of a water supply for the Colony in connection with the New Territory, chiefly in connection with Crown lands resumption, rent recovery, and the registration of titles. Of the private measures the most important was the Tramway Ordinance (No. 10 of 1902), by which the construction of an electric tramway within the Colony was authorised and the necessary legal powers conferred upon the Company by which the tramway is to be constructed.

IV.—EDUCATION.

The educational system in the Colony is at present undergoing revision, and it is as yet too early to speak with confidence of the results, which may be expected from measures which are, to some extent, only tentative.

Of recent years the demand among the Chinese for instruction in the English language has largely increased, and is now so keen that all the Anglo-Chinese schools of the Colony

are full, and many would-be pupils cannot find admittance. There is also a growing number of night-schools and other non-aided institutions where English is taught. One such school, founded little more than a year ago, has a total enrolment of 300; and application has been made by its manager for its inclusion, under the Government Code, among aided schools. Of Government schools, Queen's College, with an average attendance of nearly one thousand, is the most important. Three Anglo-Chinese District Schools, with a total enrolment of about 400, were entirely re-constituted and put under European headmasters from the end of the year. Of aided Anglo-Chinese schools, the Roman Catholic Cathedral school has an average attendance of over one hundred. All these schools are large portions of the staff consists of European masters. During the year a school for children (both sexes) of European British parentage was established at Kowloon; it has already a total enrolment of over sixty. A committee was appointed early in the year to consider the whole question of education in the Colony; and it published a report in which were enunciated several important principles. Of these perhaps the most universally accepted is the dictum that while educating Chinese in English and Western knowledge, it is also desirable to ensure a certain standard of proficiency in the Chinese written language. The Inspector of Schools, who was in England during the summer, made a study of the methods employed by the Board of Education, and on his return drew up a new code for aided schools. This draft has since received the full approval of the managers of schools.

V.—PUBLIC WORKS.

The principal public works undertaken or completed within the year were the new Law Courts, the road to Tai Po, the Western Market, the new Harbour Office, an extension of the Tytan Reservoir, the Kowloon Water-works, and the Governor's new Peak Residence. The Law Courts are to be built on the Praxel Reclamation. The greater part of the year was occupied in forming the foundations, which were nearly completed. The road to Tai Po, the administrative centre of the New Territory, was practically finished. Its width is 14 feet and its length 13 miles. The foundations of the new Western Market were nearly completed up to ground level, and also those of the new Harbour Office. The new water-works at Tytan and Kowloon have been undertaken in consequence of the inadequacy of the existing water supply to meet the requirements of the city of Victoria during the dry season. The excavation of the foundations for the new Tytan Reservoir, over a length of about 28 feet, was practically completed, and a portion was filled in with cement concrete. The new Kowloon Water-works scheme is in the hands of a firm of local architects and engineers. Beyond the laying of mains, the defining of drainage boundaries and a certain amount of excavation, there has not yet been time to make any decided progress with the work. The Governor's new Peak Residence was completed in July and occupied shortly afterwards. The house is large and substantial and stands near the highest point on the island. The total amount spent on public works extraordinary during the year was \$1,157,103; and on works annually recurrent \$260,793. Of the former sum, \$68,000 was expended in the purchase of a 14-ton Praxel Reclamation for the new post office.

VI.—GOVERNMENT INSTITUTIONS.

Government Hospitals consist of the Civil Hospital, to which is attached an Infirmary, Maternity Hospital; Kennedy Town Infectious Diseases Hospital, and the bulk Hygiene. The Civil Hospital contains 150 beds in 20 wards; the Maternity Hospital 6 beds for Europeans and 4 for Asiatics; and Kennedy Town Hospital 26 beds in the main building. In 1902, 706 cases were treated at Kennedy Town, of which 94 were cases of plague, 10 of small-pox and 52 of cholera. 3108 in-patients and 11,815 out-patients were treated at the Government Civil Hospital in 1902. There was a decided decrease in the number of admissions from malaria fever, the figures being 149 as compared with 787 in 1901.

The Lunatic Asylum is mainly supported by voluntary subscriptions, and only receives a small contribution from the Government. It takes the place of Poor-house and Hospital for Chinese sick and destitute. Chinese as well as European methods of treatment are employed in accordance with the wishes expressed by the patients or those who are responsible for them.

The Lunatic Asylum is under the direction of the Principal Civil Medical Officer, European and Chinese patients are separated; the European portion of the Asylum containing 8 beds in 8 separate wards, and the Chinese portion 16 beds. 120 patients of all ages were treated during 1902, and there were 12 deaths.

Other Government Institutions. The Prison, Observatory, Post Office, Educational establishments and other Government institutions are dealt with under separate heads.

VII.—INSTITUTIONS NOT SUPPORTED BY GOVERNMENT.

Among institutions recognised and encouraged but not to any considerable extent supported by Government may be mentioned the Po Leung Kuk and the College of Medicine for Chinese. The Po Leung Kuk is a institution presided over by the Registrar-General and an annually elected Committee of twelve Chinese gentlemen, for the protection of women and children. The inmates of the home receive daily instruction in elementary subjects and sometimes earn pocket-money by doing needle-work. During 1902 a total of 617 persons were admitted, made up of 494 women, 93 young girls, and 30 male boys. Of these, 281 were restored to the parents or sent to charitable institutions in China, 27 were sent to missionary schools and convents, 10 were married, adopted, and 3 allowed to leave. The home is medically aided by one of the Colonial Surgeons. The Hongkong College of Medicine for Chinese was founded in 1887, for the purpose of teaching surgery, medicine and midwifery, especially to Chinese. The Government of the College vested in the Court, of which the Rector of the College, who has always been a Government official, is President, 76 students have been enrolled up to 1902, and of these 18 have been qualified licentiates and have obtained various posts under Government and elsewhere. The institution is of great value in spreading a knowledge of Western medical science amongst the Chinese, and in addition to the dispensary of certain of the licentiates in public service, the senior students have frequently been made use of for various purposes during epidemic seasons. A Government grant of \$1,500 is made to the College, to be used as a honorarium to the lecturers.

VIII.—CRIMINAL AND LICENSING.

The number of convictions by the Superior Courts during the last five years are as follows:—

1898	1899	1900	1901	1902
1	19	49	54	55

1. For Offences against the Person. 2. For Offences against Property. 3. For other Offences. 4. For other Offences. 5. For other Offences. 6. For other Offences. 7. For other Offences. 8. For other Offences. 9. For other Offences. 10. For other Offences. 11. For other Offences. 12. For other Offences. 13. For other Offences. 14. For other Offences. 15. For other Offences. 16. For other Offences. 17. For other Offences. 18. For other Offences. 19. For other Offences. 20. For other Offences. 21. For other Offences. 22. For other Offences. 23. For other Offences. 24. For other Offences. 25. For other Offences. 26. For other Offences. 27. For other Offences. 28. For other Offences. 29. For other Offences. 30. For other Offences. 31. For other Offences. 32. For other Offences. 33. For other Offences. 34. For other Offences. 35. For other Offences. 36. For other Offences. 37. For other Offences. 38. For other Offences. 39. For other Offences. 40. For other Offences. 41. 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MARINE INSURANCE CLAIM.

A "ZAFRO" INCIDENT.

In the Supreme Court on Monday the Chief Justice, Sir W. McHugh, sitting in original jurisdiction, heard a claim brought by the Kwong Chun Hing Insurance Company, for \$3,725.42 due upon a policy of insurance. Mr. T. Morgan Phillips (instructed by Mr. C. H. Beavis, of Messrs. Wilkinson and Grist) appeared on behalf of the plaintiffs, and Mr. E. H. Sharp, K. C. (instructed by Mr. F. B. Deacon, of Messrs. Deacon and Hastings) represented the defendants.

According to the statement of claim plaintiffs were interested to the amount of \$5,500 under a marine policy of insurance, and made by the defendants for that amount, June, 1902, dated 22nd on certain perishable goods shipped on the British steamship *Zafro*. According to the particulars of claim, the goods were shipped from Hongkong to Manila, and \$13.75 per unit, being at the rate of 25 cents per \$100, was paid to the defendants. The goods were insured against perils of the sea. There was a total loss as to part of the goods, and a constructive loss as to the remainder. Notice of abandonment was given, shortly after the *Zafro* arrived at Manila, by the plaintiffs' representative to the defendant's agent at that port, and then agreed to take over the damaged goods as a total loss, and requested the plaintiffs' representative to dispose of same on account of the defendants. The goods were accordingly sold and realised, after payment of expenses, the net sum of \$2,097.21, leaving a deficit of \$4,402.78 of which amount \$3,725.42 was payable by the defendants. Plaintiffs therefore claimed \$3,725.42 and interest from the 29th June, 1902, to date of judgment.

The defendants, in their statement of defence, admitted that plaintiffs were interested under a policy of insurance, the particulars concerning the voyage and perils insured against, and that part of the goods covered by the insurance policy were damaged on the voyage. But the remainder of the goods, they stated were delivered to the plaintiffs as defendants (believed) sound condition, and the plaintiffs neither gave nor were entitled to give notice of the abandonment thereof. As to the second part of the statement of claim the defendants asserted that they did not by their agent at Manila, or otherwise, agree to take over any of the goods, nor requested the plaintiffs to sell the same on their behalf or at all. The defendants did not know how the plaintiffs dealt with the remainder of the goods. They were, and always had been, ready to pay to the plaintiffs whatever sum was due respecting the partial loss of the goods, and repeatedly asked them for an account of their claim in that regard, but plaintiffs refused to furnish it. The defendants stated they would now pay the sum into Court, but by reason of such refusal they were unable to ascertain the amount thereof. By virtue of an order dated 16th ult., a clause was added to the statement of defence showing that by particulars furnished the sum due from defendants was shown as \$2,200, and on that day defendants paid that amount into Court, which they stated was enough to satisfy plaintiffs' claim.

Mr. Morgan Phillips, having read the pleadings, said it seemed to him that the sole issue before the Court was whether there was, after the arrival of the *Zafro* at Manila, a legal abandonment of the cargo to the defendants. On or about the 20th June the *Zafro* left Hongkong, bound for Manila, having on board about 314 packages of goods shipped by plaintiffs to their agents, or house, at that port, and those goods were the subject matter of the insurance and the present action.

His Lordship:—By the payment into Court of the \$2,200, the only difference appearing is as to the sum of \$1,525.

Mr. Morgan Phillips:—Yes, my Lord.

Mr. Sharp:—And upon that I think I may say, we do not state the \$2,200 is correct as your Lordship will see from the correspondence, but that it is the amount shown to be due by the particulars which have been given us. There was a further partial loss and as the correspondence shows, that upon receiving particulars of that we said we would pay it.

His Lordship:—What I understand to be the difference between the parties is, that as regards 195 packages in dispute the Insurance Company do not deny there was some damage done, and on the other hand plaintiffs say it really does not matter how much it was because you gave notice of abandonment, which your agents in Manila say they did accept and which the defendants say they did not. Therefore, the real point you want settled is whether there was abandonment or not.

Mr. Sharp:—Yes, my Lord.

Mr. Morgan Phillips, continuing, said, that on the 20th June last 314 packets of goods, chiefly consisting of food stuffs, were shipped to Manila, and on the 22nd the *Zafro* ran ashore somewhere on the Philippines and was damaged. Two of her holds, Nos. 3 and 4, became filled with water to the depth of about ten feet, and the goods were very much damaged. The *Zafro* arrived at Manila on the 25th June, and discharged from these holds. It was then seen it would be impossible to land them as they were in such a putrid condition, and 119 packages were dumped into the sea by order.

His Lordship:—I don't think you need go into that.

Mr. Morgan Phillips proceeding, said that as soon as plaintiffs' agent at Manila heard of the accident to the *Zafro* he went to the defendant's agent, and told him he had certified goods which were insured, by a policy on the *Zafro*, and gave them a sort of formal notice of the fact. Subsequently he went to them, and asked what was to be done about them, and it was ultimately agreed that the remaining 195 packages, still aboard the *Zafro*, should be taken over by the defendants, whose agent asked plaintiff to sell them. Counsel proceeded to review the evidence he intended calling, and observed that it was quite clear the goods had been taken over by the defendants.

After evidence, taken on commission, had been read, Mr. Sharp addressed the Court, and argued that the Insurance Company was, and always had been, ready to pay for whatever was found due in respect of the partial loss. He proposed that the question of amount should be referred to an insurance expert for adjustment. They had never, he said, questioned the plaintiffs' particulars of damage, and had paid promptly on such particulars as had been received. In the present instance the policy was an open one, and therefore the measure of indemnity must be based upon the insurable value, and if a certain proportion of the goods was lost or damaged the plaintiffs should be entitled to that proportion of the insurable value. He contended that plaintiffs could not in any event recover more than the value of the goods, and suggested that such calculations should be referred to an expert. Defendants maintained that it was a partial loss and could not, as plaintiffs asserted, be a constructive total loss, which only took place where the cost of recovering the goods would be greater than the amount which the goods would realise. In the present case the goods realised a sum of \$1,700.

In addition to expenses. Therefore it was not a constructive total loss, as according to the evidence it appeared that such part of the cargo as was not absolutely destroyed almost escaped injury. He further maintained that plaintiffs' notice of abandonment was unjustified by the circumstances under which it was given, and that it was altogether ineffective. Counsel quoted various authorities showing that the Courts were specially strict where goods in question are perishable as in the present case they were admitted to have been, and proceeded to observe that plaintiffs' story about a special agreement entered into with the Company's agent in Manila to accept the loss as a total loss, was absurd. Notice of the damage was not given to the defendants till six weeks after plaintiffs received intelligence of the accident, and the perishable cargo had then seriously deteriorated, and the insured was no doubt anxious that the Company should regard the loss as total. But what insurance company, he asked, would accept the loss of 119 packages out of 314 as a total loss? The defendants' agent might well have advised plaintiffs to sell the goods and then send in their claim, which should properly be one for partial and not total loss. The effect of the evidence given in Manila was to show that this was what actually occurred.

Mr. Morgan Phillips having replied, His Lordship, in giving judgment, said this was a claim against an insurance company where goods had been damaged by the stranding of the *Zafro* and the entrance of water into the holds. As a result, when the steamer arrived at Manila, it was found that some of the cargo was so disgustingly offensive to the smell that the Customs landed the remainder of the cargo and dumped beyond the three-mile limit. That was done, and as regards the 119 cases there was no doubt that they were lost utterly. As far as that was concerned he understood the matter had been settled and there was no question arising in connection with it. There remained the balance of the plaintiffs' cargo, some of which was apparently quite good and some, according to the evidence, slightly damaged. Under those circumstances it was quite clear there was no total loss, and therefore, no right on the insured to go to the insurance office and say he abandoned it. He had no right to make such a claim. Furthermore, his Lordship said it was quite clear in his mind there was very considerable delay in giving a sort of constructive notice of abandonment, because there was no proper form of written notice of abandonment. Whatever it was it was understood as giving notice of abandonment, and his Lordship was not at all clear that it was understood as such by defendant's agent. At all events there was doubt the defendant's agent told them they had better sell the damaged stuff, and the question arose as to whose account it was to be sold. The company said they were to sell it and then make their claim for their loss, while plaintiffs asserted they were to sell it, not as their goods at all, but as a part of the total loss for and on behalf of the insurance company. At first sight the evidence gave some colour to the contention that notice had been given and accepted, but when he looked at the whole of it, and he had read every word of the commission, he was inclined to think the insurance company had been a little over-particular in the case, and might have met the other side with a little less red tape. It was most important the matter should be settled and the question was what should be done. If both parties agreed he suggested they fix upon some expert and let him, as cheaply as possible, without a lot of evidence being amassed, and without the matter in hand, look at the documents and say how much should be paid by the company beyond the sum paid into Court. When that had been done, his Lordship thought the parties could attend in Chambers to settle the question of costs.

Mr. Sharp:—I believe we can manage without it.

His Lordship:—If not I would mention the name of Mr. Saunders and Mr. Whittall.

Mr. Sharp:—There will be no trouble, my Lord.

Mr. Morgan Phillips:—I don't think there will.

Mr. Sharp:—Oh, no, I don't think so.

His Lordship strongly advised the insurance company to pay up promptly and readily, and remarked that it did not pay an insurance company to have to dispute claims of the company. It is the first claim they have ever contested. I think they had very good grounds for it, and were extremely loth to have to do so.

THE PHILIPPINES "OPEN DOOR."

In an article, under the above heading the *San Francisco Chronicle* states—China has no right to ask us to set up a special fiscal system in any part of our possessions to please her, all she can fairly demand is that we accord the same treatment to her people in dealing with us as we give to other nations. As for the Chinese who have planted themselves in the islands they are in no better position than the Chinese and cannot with propriety suggest, while we are incurring the enormous expense of policing the Philippines, that the islands should be administered according to their ideas and to increase their commerce. We might with as much reason demand that England keep "open door" for us in Canada. If it is the right thing for us to refuse to derive any advantage over competitors in the Philippines it must be wrong for Great Britain to accept the tariff differential which Canada has framed for her benefit.

NEW CRUISER FOR ORIENT.

At San Francisco the other week a new cruiser, named the *Tacoma*, was launched for Oriental service. She is of very light draft in order that she may ascend rivers and sail the shallow waters among the islands. The sheathing of her bottom will make it necessary to dock only once in two or three years for cleaning, and she is, therefore, equipped for lengthy stations in distant parts. She is a protected ship of 3,500 tons displacement, with sheathing of teak and copper below the water line. Her length at the water line is 292 feet, her breadth 44 feet 1 inch, and draft 15 feet. She is provided with twin screws and vertical triple expansion engines, and is to have a speed of sixteen and one-half knots, with an indicated horse-power of 4,700. Her main batteries will consist of ten 5-inch rapid-fire rifles; the secondary of eight 3-pounders, rapid fire; two 1-pounders, rapid fire; four automatics will be mounted by field piece. Her deck will be covered to a thickness of one inch. On the flat portion of the deck the armour will be only one-half an inch thick. She is designed to carry a complement of thirty officers and 281 men. The contract for the vessel was \$1,410,000, but, owing to a number of changes, her cost has been increased by about \$100,000. Her keel was laid on September 27, 1900, and it is expected to have her ready to deliver to the Government in October.

A GLIMPSE OF EAST SUMATRA.

Nowhere do we find a better illustration of the saying that, whilst oceans unite, seas divide, than in the comparative isolation of the N. E. coast of Sumatra. Only eighteen hours away from Penang by sea, it is seldom visited save by people whose business calls them thither. Yet there is much that is of interest to the newcomer, who, ere he leaves the steamer at Belawan, cannot fail to observe that officialism is the dominant note of the Dutch administration. Everyone has a uniform from the "oppas" or mata-mata, with his red cuffs and facings, to the men in the employ of the opium farm. After passing the customs, a pure formality for Europeans, the efficient but expensive little railway carries one across the fine girder bridge spanning the Whampoo river, through dense mangrove swamps for some five or six miles, till one reaches what may be considered terra firma, and the wonderful fertility of the soil is at once apparent. The patches of vegetables, sugar cane, yams, pumpkins, and tobacco remind the traveller of the Kentish downs. Medan, the principal town, is a beautifully laid out spot and, in many respects, can give points to the British administration. Everywhere the national love of neatness, decency, and order is carried out as far as is possible in dealing with an Asiatic population. But one is apt to forget that all the small townships here are essentially different from those in the Straits Settlements in this way, that they are not enterprising but exist solely for the planters and, therefore, partake more of the nature of an English country town without any important manufacture or industry close at hand. The plain or "maiden" is a beautiful piece of green sward kept in fine order and surrounded by a broad walk well shaded by trees. Goal posts are there for football, but the game does not seem to be very popular, tennis being in more vogue. But as a new building is in course of construction it is not possible to say much of it, save that promises to be, like all the Dutch clubs, a very comfortable meeting-place.

Electricity is almost universal for lighting, and the telephone connects everyone and everybody, even on the distant estates lying almost at the foot of the hills some thirty miles away being able to speak to the banks and shops of the town with little difficulty, though it must be confessed that both light and telephonic communication are extraordinarily dear, the latter costing guineas 25 per month; and the government holders of the monopoly will not look after the upkeep of the line beyond a radius of 1,000 yards from the central office.

But Medan itself offers little interest to the newcomer after a day or so. It has been said already that the town relies solely upon the planting interest, and that interest, as everyone knows, or ought to know, lies in tobacco and, to a lesser extent, in coffee. The tobacco is a complete cessation of the supply, it is safe to say that, within a few decades, the north-east coast of Sumatra would be deserted, its ports and townships lost in the ever encroaching jungle. Tobacco planting in Sumatra owes its success entirely to the rich black volcanic soil, which alone is able to supply the plant with that amount of nourishment necessary to a good leafage, and a short description of the mode of planting may not be out of place. As one journeys in the train to Timbang Langkat, three-quarters of the road are bounded on either side by the growing plants, the wide fields with their regular planting and banded rows, reminding an Irishman of the national vegetable, or the celery banks outside London, for tobacco plant being a surface feeder, as the lower leaves are picked off, the earth is banked higher and higher round the stem whence fresh roots issue.

Each field is 100 paces long by thirty to forty in width and extends right and left from a road, called a planting road, close to the edge of which is built a raised and receiving and drying shed, a long and lofty structure of attap put together with a finish and neatness seldom seen in the Straits. Here the leaf is sorted roughly and threaded in bunches, afterwards being hung in tiers from the roof downwards. Tobacco being an annual and, moreover, as has been mentioned before, a most exhaustive feeder—after the crop has been gathered the fields must be left fallow for at least seven to eight years, so that the land originally taken up must be of great extent, practically only seven-eighths of it being under cultivation at one time. Fortunately, the Sumatran planters are not harassed to the same extent as their brethren in the F.M.S. by the labour problem, the Planters' Committee, who in such matters are, de facto, the Government, bringing in their own labour direct from China, and, though the cost all told is a little more per head than F. M. S. planters pay, yet the difference is more than outweighed by the fact that few coolies, if any, attempt to run away, so long civil court procedure being necessary to bring them back to their coolies, a fact well understood by all the masters they have been long on the estate.

With so much jungle always on the estate, it is only natural that the beasts of the forest, as the Scripture puts it, should seek their prey, and the tiger certainly makes his presence felt on most of the estates from time to time. But one doubts whether the wonderful stories told on the steep of the Medan Hotel after dinner ought not to be taken, *cum grano satii*. Personally speaking, a very good ground is produced by taking in as much as can be given, and then relating the story of the tiger shot in Kaffies Hotel, omitting all mention of the billiard table, and, if still alive, by following it up with the capture of the python in the same establishment. Then leave at once.

Still, there's any amount of shooting in the jungle, but unless the game comes out a clean shot is impossible. The elephants have retreated before the advance of the planters, and now only frequent the virgin jungle at the foot of the hills, from whence, however, they occasionally come down and bawl up a road and prevent its use for days together, since the boldest man wish to force a passage.

In conclusion, as one leaves the muddy river and, rolling across the heavy southerly swell, heads for Pulo Penang, one feels that a short visit certainly makes one wish for more. The bracing air, the kind hospitality and freedom from convention that characterises those "one meets, convinces one that in spite of the hard work which at first is no trifling, the planter's life is quite as pleasant, taking all in all, as one would suppose it to be from his own appearance.

CONN. FITZGERALD.

SENORA Agustina Medel, owner of the Zorilla theatre, has employed counsel to prepare and present to the Board of Claims at Washington, a claim for 15,000 pesos, which she alleges resulted from damages done to the theatre and furniture by the American troops during their occupancy of the building from August 13, 1898, to January 3, 1899. The claim is made that soldiers destroyed the furniture and "electric insulation" using the wires of the latter in repairing their boots. It is alleged that the "account claimed" was required to repair the damages wrought.

SUGGESTIONS CONCERNING A UNIFORM CURRENCY.

BY SIR ROBERT HART, BART., INSPECTOR-GENERAL OF I. M. CUSTOMS.

PRESENTED TO THE WAIWU (BOARD OF FOREIGN AFFAIRS).

(Specially translated for the North-China Daily News).

1.—While the various countries of the world possess a gold standard, China at the present day is still without it and yet continues the use of silver money. It is not because other countries have no silver money, but since gold began to have a steady value regulations were made for a fixed ratio between gold and silver. China not only has no gold currency but her silver money, even, has no uniform weight or appearance, nor has she a fixed ratio of exchange between the two metals, so that, whenever there is need for gold it must be obtained at market rates. For this reason people in China labour under the difficulty of fluctuating rates of exchange at various hours of the day. Moreover, the silver dollars in use are limited in number, the balance of the currency being largely made up of silver ingots and lumps. These lumps and ingots of silver are merely so much silver in the mass, and in the market for goods are much inferior to the silver dollar. During the past twenty to thirty years the output of silver mines has been exceedingly great and much more than is needed for use by the various countries of the world, and it is increasing from year to year so that silver has become cheaper and cheaper and the purchase price, as compared with gold, gradually less and less. Hence it would be much wiser for China to maintain a gold standard instead of a silver one as at present, since silver has dropped down to such a degree and moreover possesses no certain or uniform exchange, even within the limits of a single day. The hundreds of trades are disastrously affected by the present state of the currency while the Government having to pay its foreign debts in gold, both country and people are being plunged into the depths of financial distress. The condition pictured in the foregoing therefore compels one to seek some plan whereby they may be alleviated, and so make it that China, while still using a silver currency, shall so fix a uniform exchange between silver and gold that there may be no danger of uncertain fluctuations. With this object in view I now proceed with my suggestions.

2.—If the Chinese Government possessed a large quantity of gold this metal might be struck into gold coins and then a fixed exchange could be decided in their relation to silver money. This naturally would be an easy matter to put into force. But when we have no gold and only use a silver and copper currency, it becomes incumbent upon us to decide upon some method to bring about a fixed ratio of exchange between gold and silver. If it could be possible to do this by making only slight changes in the old method of exchange, so much the better, as it would obviate the necessity of making any new subterfuge both accounts. When there is no silver and yet it is determined to maintain a fixed ratio of exchange between gold and silver, it is necessary to create a silver currency of a uniform weight and fineness, and in quantities sufficient to meet the needs of the whole Empire. To do this a Mint to strike these coins is of paramount importance and indispensable. The Central Government must establish a special Mint of its own which shall strike all the coins needed according to fixed regulations and no branch mints must be permitted to be established elsewhere. As for the proposal to start a Government Bank, while there are, of course, certain benefits and financial advantages obtainable from such an institution, as a matter of fact such a bank has been able to do with the making of a fixed ratio of exchange of gold and silver.

3.—It is decided to coin money to supply the currency needed for the whole Empire, it would be advisable to continue to retain the terms and weights of "tael," "mace," "candaree" and "li" (Liang, Chien, Fen, Li) as the people are accustomed to use them. But in making the uniform currency it will be necessary to fix the unit so that it will be accepted as a value throughout the Empire, but be also recognised and accepted at a fixed value in exchange for gold in the other countries of the world. This must be the main object in view and is of far more importance than that of being the accepted currency in our own Empire. Hence the "tael" must be made of such a weight as to correspond in value to a certain amount of silver, which should be decided afterwards, with the object of making it a recognised coin in other countries. It has been recommended by certain persons that in coining the new currency the American dollar should be made the standard, because the American dollar has already a recognised and fixed value in relation to gold in other countries. Others again have also recommended that the new silver currency be made up into a piece of coin one Keping tael in weight because the present market rate of gold exchange is eight Keping taels for \$1 gold. Either of the above suggestions is feasible, but in making the new currency it is feasible to make it into four kinds, namely, one-tael, five-mace, two-mace-and-a-half, and one-mace coins. Besides these silver coins there should be also struck two kinds of copper money, namely, the cash pieces and one-cash piece (10 of one fen; one cash=one li). After the establishment of the Mint and the striking of coin of all kinds, it will then be time to decide when the new currency shall be launched upon the country. No other coins should be permitted to circulate in the Empire after this.

4.—As soon as it has been decided what coins are to be struck, proper regulations should be made with regard to the mint to be established. If too many branch mints be allowed it is to be apprehended that the money struck may not be of uniform weight or fineness, and so confusion may be used such as is now prevalent in this Empire. If this infinite trouble and obstruction to reforms suggested may arise. The best way would be to select some central spot for the coining of one principal mint which shall be the principal mint for the whole Empire. The exception of this principal mint no other mints shall be allowed to be established. All the minting machinery now in use in the various provinces should be without reserve sent to the principal mint in question so that there may be no waste of money expended upon it. Besides that, the mint should be engaged certain foreign experts, namely, one superintendent, one examiner of silver, one head machinist, and one accountant, each having his special department of work. The one-tael and five-mace silver coins that are to be struck should be made of nine-tenths silver and one-tenth gold; the two-mace-and-a-half and one-mace coins should be made of eight-tenths silver and two-tenths copper. The one-tenth silver and two-tenths copper balance thus obtained to be utilised in running a substantial no one will try to cash them. When the Mint has been established it should first begin with the striking of coins into money, the silver ingots deposited in the principal treasury which should be all sent to the Mint to be turned into currency. Should a bullion be brought to the Mint

with the request that it be coined, the foreign examiner of silver should weigh it, and test its fineness. If these should prove satisfactory, the money already coined by the Mint shall be paid out in exchange for the silver bullion. Furthermore as to the question whether the Mint shall issue silver notes or prepare silver certificates against the amount of silver coins deposited in its vaults, this is a matter of much importance and requires deliberation and further consultation.

5.—After the opening of the Mint, an Imperial decree should be issued prohibiting the circulation of any silver currency within the limits of the Imperial Mint, certain limits of time must also be given for the stoppage of circulation, as money of the realm, of all silver sycee and silver ingots hitherto passing current as money, and granting permission to the possessors of such silver to take them to the Mint to exchange for the new currency according to weight of silver so brought. It should also be set forth by Imperial decree fixing the exchange value of the new currency, namely, how many taels shall be equivalent to one \$ gold, and how many copper cash to the tael. With regard to the important question of making the new currency accepted in other countries the authorities of the Mint shall, after the issuance of an Imperial decree, appoint an officer to take charge of the duty of exchanging certificates issued by the Mint for gold. This officer shall be given a certain number of said certificates and shall be stationed either in China or abroad. Foreign merchants who have firms in business, or banks in China must use Chinese currency and in order to obtain such currency are bound to apply to the above-named officer for these Mint certificates. Moreover, in buying these certificates the foreign merchants must pay in accordance with the fixed rate of gold for silver currency as determined by Imperial decree. After complying with these conditions, the foreign merchants may then exchange these certificates at the Mint for the new currency coined by it. The gold paid in exchange for the said Mint certificates may either be first deposited with the officer in question or be used to pay the foreign gold debts due by China, or be struck into Chinese gold coins in the future. Due note should be made of the progress of the scheme for the guidance of all concerned in the future. By acting in the manner indicated above the new currency will be a full accomplishment and will require careful and mature consideration and consultation to avoid mistakes at the beginning of such a great enterprise.

6.—If it be indeed desired to obtain a fixed rate in the exchange of silver currency for gold there seems to be no other way of doing so except the adoption of the foregoing suggestions. It will also be necessary to arrive at an understanding with the banks of other countries and work in conjunction with them; but these are matters requiring much deliberation and attention, and should be taken up at the occasion offers. As to the question of whether China should have a Government Bank, this is a most important matter although it will not affect very much the question of bringing about a fixed rate between the price of silver currency and gold. Therefore the starting of a Government Bank may be left to some later period after the establishment of the present all-important matter. It is not a question which must be started before it. However, the various Powers all have Government Banks and have obtained benefits from their establishment, especially Great Britain. When China therefore has reformed her fiscal system, then it will be of advantage to also establish a Government Bank. There are six objects in starting a Government Bank: (a) To assist the authorities to collect and take charge of revenue and keep account of it. (b) To enable the collector of revenues to keep account of monies disbursed, etc. (c) To take charge of the National debt and to pay loans. (d) To take charge of monies deposited by the masses under the same terms and conditions as ordinary banks in investing government and private funds deposited with it. (e) To transmit for the Government all funds needed in the provinces and that should be sent abroad. The above six clauses are the basis of a bank's existence. There is also a further important matter to consider in such an institution, and that is the necessity of appointing as few officials as possible to such a Bank in order not to interfere with the commercial nature of the place. Such a Bank having been established, it will have to work in conjunction with the Mint. The Mint may be even made a department of the Bank, if so it would perhaps greatly simplify matters. With regard to the establishment of branch offices or agencies of the Government Bank, they should be started as the need for them arises. Indeed, the present Customs Bank in the outposts or any substantial financial institution may also be selected to take up the duties of such agencies in the usual manner like other Bank agencies.

The first and most important idea in these suggestions is of course the making of a fixed rate in the exchange of silver currency and gold. The next idea refers to the extension of the first or the second idea, namely, the first idea has been made a full accomplishment, should it be determined to put into practice these suggestions, there are yet details connected with them which may be entered upon as each question arises.

FISCAL FEDERATION WITH OUR COLONIES.

TO THE EDITOR OF THE LIVERPOOL "DAILY POST."

Sir,—The present (Free-Trade) system has stood rigorous tests; under it our trade and commerce have healthily and steadily grown, and the ties of affection between the mother country and the colonies become more and more intense. Yet, in his speech at Birmingham, Mr. Chamberlain seeks the reversal of this successful policy and the adoption of a system that has been tried and proved a failure in connection with the colonial possessions of our own and other countries. In previous speeches he advocated his Imperial schemes on the ground that they would cause an increase in our trade. Now, he tells of sacrifices on our part, and practically admits the change would lead to a diminution of our trade with foreign countries. We are to make sacrifices in respect of three-fourths in order to gain a problematical advantage in respect of one-fourth of our trade. It is easy to talk about the British Empire comprising one-quarter of the inhabitable surface of the globe, being inhabited by four hundred millions of people, and producing all kinds of produce. Outside the British Isles there are not more than twelve millions of whites, and our Asiatic or black subjects are very poor, and consume very little of our manufactures in proportion to their numbers. We send almost as much to the four million whites in Australasia as to the

three hundred millions of inhabitants of India. So that at present there is not the population to compensate us for the loss of any of our foreign trade. We cannot import unless we export, and unless the colonies take our manufactures from us we cannot take the raw material and food-stuffs from them in preference to the United States and other foreign countries. This may not "be in the Sermon on the Mount," but it is true all the same. Nor is there any immediate prospect of any appreciable increase in the white population of our colonies. In the Transvaal, for instance, the mine owners do not desire a large influx of whites; what they want is cheap black or Asiatic labour. Australasia at present shows no disposition either to give us preferential treatment or spend money on naval defences, excepting upon its own terms. The increase of population there is slow, and there are special laws against the immigration of even British workers. In Canada there is an increase of population, chiefly owing to the fact that farmers from the United States are migrating to Manitoba. According to Mr. Chamberlain, trade with these men so long as they live on one side of a geographical line can be despised, but the moment they cross that line into Canada it becomes a valuable asset, and we are to make sacrifices in order to obtain it. The experience of New South Wales before it adopted the tariff of the Commonwealth of Australia showed that the best way to promote the trade and population of our colonies was for them to adopt Free Trade. As their prosperity increased, so also would our trade with them. It may be said that, although the white population of the colonies is small, yet they take far more of our goods proportionately than foreign nations. Figures to this effect have been quoted in certain newspapers. The more these writers show our trade with our colonies is flourishing, the more they prove artificial fostering by means of preferential tariffs is unnecessary. The point they have to prove, when advocating Mr. Chamberlain's scheme, is that by it we would obtain trade the colonies now give to foreign countries. Here we have the results of the Canadian experiment of giving British goods preferential treatment. It is all very well for Mr. Chamberlain to show that the exports to Canada have increased; he states to state that the exports of the United States and Germany have also increased as much, if not more than our own, notwithstanding the preference.

In 1900 the British colonies imported goods to the value of about \$83,000,000 from foreign countries. Of course, the figures in regard to South Africa are vitiated by the war. What proportion of that trade might we expect to get by any scheme of fiscal federation?

The value of the imports of goods from foreign countries into our colonies was, in 1900, as follows:—

Canada \$27,500,000

Straits Settlements 18,200,000

India 13,600,000

Australia 11,300,000

Africa 5,400,000

Ceylon and Mauritius 4,900,000

New Zealand 4,400,000

West India, &c. 4,000,000

Here we see that the colony that imports most from foreign countries is Canada, the colony that already accords us preferential treatment. The reason is obvious. There is a long border line between the United States and Canada, with, of necessity, a vast amount of inter-traffic between the people living on each side of that line, notwithstanding the limitations imposed by the Customs tariffs of both countries. But the bulk of the goods Canada imports from foreign countries consists of raw materials, which we could not possibly supply under any conditions. We could not export grain, raw cotton, seeds, petroleum, sugar, &c. Even Mr. Chamberlain cannot alter our climate, nor add to our natural resources. For could we expect to compete in regard to iron and steel manufactures, so far as heavy or bulky goods are concerned, so far as cost of freight will handicap us as compared with the products of the United States or the bounty-fed products of Canada itself. So that, even with Canada, the colony that is now taking the lead in the agitation for this fiscal union, we cannot hope for any increase of trade, excepting that which would come in any case as the population of the colony increased. In regard to the Straits Settlements, the £18,200,000 consists almost entirely of transit trade, which would not be increased, but might be diminished, by Mr. Chamberlain's scheme. India is in a similar position to Canada; we could not supply the goods she obtains from foreign countries. For the most part they consist of Oriental or tropical produce. In Australia it is also much the same. The fact is that when we analyse the trade done by our colonies with foreign countries, we find there is very little of it that could under any circumstances be transferred to us. So that, in addition to the difficulty of the white population of the Empire being so small, we have the further fact to face that there is little, if any, extra trade we would secure if the suggested preferential tariff were in force. What are the sacrifices we are likely to have to make in respect of our trade with foreign countries? At present foreign nations place tariffs on our goods entering their ports, but they also place tariffs on the goods of other nations. In most cases we are less heavily taxed than other countries, for we are, always treated on "the most favoured nation" basis. Some people talk about the disability we are placed in by reason of having no duties to reduce or abolish in order to gain special privileges, but if we were a Protective country and had such duties to bargain with, we could in no case get placed upon a better footing than we are upon at present. Thanks to our "open door" policy, we buy everything at the very lowest price, and have an advantage over all our competitors in the fact that we get all our raw material, &c., at a cheaper rate, all round, than they do. If most of the imports from our colonies are food or raw material, if the preferential tariff is to give the colonies any advantage, it can only be by allowing them to get a higher price for the goods they send to us. That, however, means we must pay more for our food and raw materials; this will raise the cost of production, and consequently lower our ability to compete with foreign nations, for nearly in neutral markets, but even in our colonies themselves. Thus by this scheme there is no trade we can expect to gain, while there is the certainty of losing a large share of the trade we do with foreign countries.—Yours, &c.

EDMUND K. MUSPRATT, President, Financial Reform Association, 18, Hacking-bey, Liverpool.

The junk occupied by the mails from Shanghai homeward by Siberia will be considerably shortened by the new arrangement by which the mails now go in sealed bags to Moscow and are sorted there. The *Mongolia* on Sunday week took nine sealed bags from Shanghai to Moscow, where the facilities for sorting are much greater than at Dalny or Port Arthur. The *N. C. O. News* hears that the Chinese Eastern Railway Co. contemplates building three more sister-ships to the *Manchuria* and *Mongolia*, which will allow of a through service, twice a week, between Shanghai and Nagasaki and Dalny, with one steamer always in reserve. All recently received accounts agree in praising this new homeward route.

TIENTSIN.

(From Our Own Correspondent.)

Tientsin, June 26.

DEPARTURE OF GENERAL CREAGH.

Major General O'More Creagh, V.C., C.B., accompanied by Mrs. Creagh and Capt. St. John A.D.C., left Tientsin for home this morning, via Ching Wang-tao, Dalny and Siberia, amidst every demonstration of esteem and affection on the part of the military and civilian community. The Railway Station has seen many demonstrations during the last three years, but it is doubtful if a single one showed such unanimity and heartfelt feeling as that to-day. General Creagh's train was surrounded by the German band to the British Head-Quarters to serenade the travellers during breakfast, and he himself accompanied by a great crowd of German officers went over to the Station. The French, Italians, Japanese and Chinese sent guards of honour and martial music in abundance, and these with a company of the XXI P.I. with the Regimental Band made a brave show on the platform. The Commanding Officers of all the foreign contingents were present with their staffs, and a huge number of other officers off duty. The *Hui Kwang Tsin*, Mr. Tong, was present, and Commander Lévy, Naval attaché to the Viceroy, accompanied the party to Ching Wang-tao. General Creagh inspected the guards of honour before entering the train, and expressed his warm appreciation of the compliment. Mrs. Creagh was the recipient of numerous bouquets from ladies of all nationalities who braved the rain and discomfort to give the party a warm send-off. After a long interval spent in shaking hands with nearly two hundred ladies, officers and civilians, the travellers stepped on board the train, which steamed slowly out amidst great cheer and waving of handkerchiefs. Not the least imposing and pleasing part of the demonstration was the contingent of Chinese police under Mr. Ross, accompanied by the fine Viceroyal Guard under Major Wong, which was very much to the fore with its music. The inclement weather, for rain is with us once more, but seemed to intensify the meaning of the whole ceremony.

THE NEW COMMANDER.

Information reached Tientsin this morning that Brigadier-General Francis Ventris succeeds General O'More Creagh in the North China Command. General Ventris' Command in India is the Poonah district. He is the son of the Rev. E. V. Ventris of Church Aston, Salop, and he entered the army in 1875 obtaining his Colonelcy in 1889. He served with distinction in the Nile Expedition and was mentioned in dispatches, receiving the medal with clasps and the Khedive's star. He was with the Egyptian Field Force in 1885-86 as D.A.A. and Q.M.G. and did not table work with the Intelligence Department in India in 1895-97. He attained his Brigadier-Generalship in 1897. Mrs. Ventris is a daughter of Major General Horatio Nelson Davies; we have not heard whether she will accompany General Ventris to China. In the meantime Lt. Col. C. N. Watts, 1st Sherwood Foresters, will assume command of this Station.

There was great talk at one time of our dropping to a Colonelcy or even Major's command when General Creagh was removed, but they have thought better of it for the present. Perhaps we have to thank Russia.

MANCHURIA.

There seems nothing particularly fresh in regard to Newchwang and Manchuria. The Russians are still sitting tight in the port and do not allow the Customs Tootal to go near the place. From Peking one hears at one moment that the Chinese have signed everything and the next that they have signed nothing. The rumoured arrangement with Japan about Corea is however absolutely untrue.

There is no stir anywhere and nothing doing except slack trade, and that seems to be peculiarly active infectious disease.

A letter I have just this moment received from Te Chow says:—At Te Chow we saw a quantity of old iron, and engineers, boilers and castings with many parts missing covered with rust, being of old machinery near the new arsenal now being built there. The arsenal is being transferred to Te Chow and the site is a large and convenient one, where it will be far from foreign armies and yet connected with Tientsin by river. The method of discharging the cargo was primitive, and one wondered that the experienced Director had not introduced a crane and pulleys. The whole country side is enjoying peace and quietness in spite of the foreboding of home papers that Boxerism is about to vent its vengeance once again. One wishes that the law of America and England could be set in motion against these men who spread such false alarms and cause so much unnecessary pain and anxiety to home friends. But Ananias and Sapphira are hard to repress when there is hope of gain, even though it be through deception. However, some of us have cycled and carried along large districts and everywhere the same calm prevails, and courtesy and welcome to our visitors, and duty faithfully performed. The latest steamer sent out by the company was the *M. S. Dollar* which left Tacoma with a cargo of flour from Tacoma, Washington, to the Orient a few months ago demonstrating the fact that the new venture of the Dollar people was a paying one.

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THE GROUNDING OF THE STEAMER "AUSTRALIAN."

THE CAPTAIN N. T. BLAME.

The Court of Marine Inquiry at Sydney held an inquiry into the grounding of the *Australian*, a Company's steamer *Australian* about 7.30 p.m. on May 22nd last, whilst on a voyage from China to Australia.

Mr. Cargill, who represented the Superintendent of Navigation, said that the master, Captain Walter C. McArthur, would tell the Court that after passing Pison Island light, off Cooktown, on the Queensland coast, about half a mile off, he shaped the customary course, south 60 degrees east, and that, after running a certain time, he ascertained from the log at 7 p.m. that the vessel had come six, and a half miles. He held the ship in south 33 degrees east, the vessel then making for Barrow Point which he could plainly see at 7.15 p.m. Being satisfied as to the position of the vessel, he went to the chart-room to have dinner, the officer being in charge. At about 7.30 p.m. the officer in charge told him the compass showed a four point bearing, which information he verified for himself. The vessel took the round a few minutes later, and remained there, until 8 o'clock the following morning, and was then floated off. As a result of the accident, three plates had to be taken out, as they had been dented. This entailed an expenditure of about £500. The actual spot where the vessel grounded was known as Hugh Reef.

The Court, after hearing evidence, found that the captain was not in any way to blame.

ENTERING AN UNOPENED PORT.

CAPTAIN OF "BENVEHUE" FINED.

A few days ago the *Benvenue*, of the "Ben" line of steamers, arrived at Kobe from home ports. The vessel had not been long in the harbour before the master, Captain Webster, received a summons to attend before the Customs authorities, by whom he was examined on complying with the summons, and fined ¥15, his offence being, it appears, an infringement of Article 18 of the Customs Law.

Seen by a representative of the local *Chronicle*, the Captain said the *Benvenue* which left Kobe on the 5th September last year for Yokohama was light, carrying only two hundred tons of cargo, and had the coast on her lee. The weather grew hourly worse and under these disadvantages, with the object of protecting his ship, crew, and cargo, he made for the nearest harbour, which happened to be the almost land-locked Koda Bay. For two days, the Captain said, the *Benvenue*, with all available anchors in use, came near being driven ashore. On the second day of their stay in "port," the steamer was boarded by twelve policemen, who could not venture ashore earlier because of the storm. The police obtained the particulars they required and left the *Benvenue* afterwards continuing its voyage to Yokohama, and from there on to England, the Captain thinking nothing more about the incident. As indicating the nature of the weather on that occasion, Captain Webster remarks that on that voyage the *Glenn* left Kobe a little later than the *Benvenue* and took three days to reach Yokohama, which was due to heavy cargo and vessel damaged, while the German mail from Yokohama also took three days to reach Kobe. Captain Webster also had something to say with regard to port regulations. He had been charged with a breach of the Customs Law. In Japan, he said, they were expected to know the regulations of the ports before they entered them. In Hongkong and other ports a Captain on entering a port was supplied with a copy of the port's regulations, which was expected to be returned before the vessel left. In these cases a Captain had an opportunity of learning the rules in force, but this method was not in vogue in Japan, although the Customs authorities were not slow in enforcing the penalty for infringement against all and sundry.

The *Chronicle* understands that the fine has not been paid, and says the case may come before the Courts. It is extraordinary if in future foreign vessels are to understand that they can only enter unopened ports for shelter in bad weather at the risk of fine. The decision, as it stands, seems to us in flat defiance of both law and equity.

The Article alluded to have been infringed runs as follows:—"A vessel engaged in foreign trade may not enter or leave an unopened port, but this does not apply to vessels in distress or to other cases where unavoidable circumstances exist. When a vessel engaged in foreign trade has entered an unopened port for any of the above reasons, the masters shall forthwith report the reason to a Customs official, or, if there be no Customs official, to a police officer." Punishment for infringement of this rule is a fine not exceeding ¥2,000. Now, as the master's evidence shows, it was impossible to make such a report before the police came off, because of the bad weather, and yet the Customs regard the offence as one to be met by a fine. Though the fine is a nominal one, the principle at stake is important.

THE ROBERT DOLLAR S. S. CO.

AND THE ORIENT.

The Robert Dollar Steamship Company is at the present time casting envious eyes upon the Orient. They see in this portion of the world great opportunities for business. The *Shanghai Times* says that a representative of the well known "Dollar Line" spent several days in Shanghai, leaving the city but a short time ago for Japan. At that time, partial arrangements were perfected for the handling of cargoes, which are to be brought from the Pacific States to China ports. The Dollar interests are vast throughout Washington and California from a shipping standpoint. The company own and control a large number of freight carriers which regularly operate between Seattle, Tacoma, Portland, and several California ports.

It is understood that the Dollar Line has received substantial encouragement in the business circles of Shanghai. Before leaving, the company's representative declared, that Dollar steamers would make regular calls at that port, bringing cargoes of lumber from Puget Sound ports, as well as supplies and products from California. The steamships *Stanley Dollar* and the *M. S. Dollar* formerly the *Stanley*, are to be used in the Oriental traffic, besides which the company operates the coasting steamers *James Dollar*, *Melville Dollar*, *Gate Dollar*, *Robert Dollar*, *Navy Sequoia*, and *Rival*.

The initial trip of the *Stanley Dollar*, formerly the old United States transport *Egbert*, bringing a cargo of flour from Tacoma, Washington, to the Orient a few months ago demonstrating the fact that the new venture of the Dollar people was a paying one.

RUSSIA'S PROGRESS IN ASIA.

According to the *Mercury* a report was current in Shanghai on 1st inst. that a number of officers and men of the Japanese Reserve living there have received orders to return to Japan to join their regiments. This would lend colour to reports coming from Japan that a clash with Russia is imminent, which may not be confined to the Far East alone. It is stated that both in London and Tokyo the feeling seems to be that Russia must not be allowed to strengthen her military position in the Near and in the Far East any further.

THE MANILA-HONGKONG RUN.

Another big cut in first class passage rates has been made, says the *Manila Times* of 29th ult. Messrs. Smith, Bell and Co. announce that on and after July 1st they will carry passengers to Hongkong by their favorite steamers *Sun-kiang* and *Wichang* at the low rate of \$20 Mexican, and \$35 for the round trip ticket.

It is the intention of the management to run the steamers on regular schedule, and there will be sailings from Manila and from Hongkong every Wednesday at 4 p.m.

Mr. J. Howard Moore, of the American Tobacco Company, who is now in Bangkok, has lately made a journey through some of the famine-stricken districts of Kwang-tai. He assured the *Slam Observer* that the reports of the terrible distress of the people are not exaggerated. Wives and children have been sold for food, and Mr. Moore's "himself seen people who have been sold and have seen others offered for sale as slaves."

PHILIPPINES CURRENCY.

\$2,000,000 ARRIVE.

The transport *Logan*, which arrived at Manila on the 26th ult., brought two million of the new Philippine pesos.

The new pesos were taken to the Insular Treasury the next morning. The amount came in 1,000 boxes, each box containing \$2,000.

After it was counted and receipted for the Insular Treasurer deposited \$500,000 in each of the following depositories: the Hongkong Bank, Chartered Bank, Guaranty Trust Company, and the International Trust Company.

The receipts and shipments of the new currency are as follows:

Received per Transport

Thomas June 3, 1903 ... \$1,200,000

Received per Transport

Logan, June 26, 1903 ... 2,000,000

Amount now on hand in the Treasury ... 3,200,000

The new shipments are to be received as follows:

On July 1, will be shipped from San Francisco ... \$1,500,000

May 22, will be shipped from New York on the *Bricknell* ... 2,000,000

Probable amount on hand in the Treasury August 1 ... 6,700,000

June 8, shipped from New York on the *Indradeo* ... 580,000

The shipments of Subsidiary Coinage to be received as follows:

Due in Manila by August 5, per *Intradeo*:

In 10-centavos 100,000 pesos

In centavos 8,000 "

In 5-centavos 2,500 "

110,500 "

Due in Manila about August 5 per *Shimon*:

In 1-pesos 550,000 pesos

In 20-centavos 100,000 "

In 5-centavos 51,250 "

701,250 \$ 811,750

Total probable amount on hand by August 1 ... \$8,911,750

It is not known when the change of currency will be made, but the following Washington telegram to the *Salt Lake Herald* dated May 11th says, in this connection:—

Secretary Root, Mr. Ide of the Philippine commission, Mr. Edwards, of the Insular Bureau, and members of the monetary commission, held a conference to-day and discussed the Philippine money situation in its relation to the operation of the new currency laws for the islands.

After the conference a cable message was sent to Governor Taft for this information, as follows:

Henry C. Ide, Charles A. Conant and Professor Jeremiah W. Jenks recommend that no time be wasted for the establishment of gold standard until full preparations have been made, covering in detail methods of maintaining parity. Letters will be mailed you in a few days. Recommend continuing present policy as to fixing ratio between Mexican and United States currency. Recommend no legislation to interfere with either import or export of Mexican dollars.

"Recommend ultimately taking up Filipino Spanish currency at approximate bullion value. Recommend that Mexicans be not taken up at any time by Philippine government, but their use discouraged by receiving them for government duties only for rates below bullion value after sufficient supply of new currency is on hand to meet wants of Philippine." Secretary of War approves all these resolutions.

(Signed) EDWARDS.

THE MYSTERIOUS CATTLE DISEASE.

OUTBREAK IN THE PHILIPPINES.

At a recent meeting of the Hongkong Sanitary Board, a minute was read from Mr. A. Gibson, Colonial Veterinary Surgeon, reporting an outbreak of disease in the Kennedy town cattle depots. The President then stated the Government had authorised investigation into the disease, and that \$1,500 had been voted to begin with. The actual cause of the disease was not known, and to ascertain what it was the Government Veterinary Surgeon was pursuing investigations.

We now learn from the *Manila Times*, of 30th ult., that a disease new in the Philippines has broken out among the carabao which have been shipped from Shanghai under the government's contract, and it seems somewhat similar to that which has been affecting the cattle in the Kennedy town depots. The *Times* says the disease is called vari cattle plague or bovine pest and scientifically belongs to the *hemorrhagic septicemia* group. Of the twenty-five carabao so far received six have died, one having succumbed within a week of its arrival. The other cattle have been quarantined and are being watched carefully. There is some doubt as to whether the cattle contracted the disease in China or on board an infected ship while on the way over, and in order to clear up this point orders have been sent to the government specialist in Shanghai to examine all the cattle there. If the disease is found to be prevalent there it is probable that shipment of cattle to the government contract will be stopped and a cattle quarantine established against Shanghai and Hongkong where a disease supposed to be the same has been found among the cattle. So far all the animals afflicted have died and the statistics of the disease show a mortality of 100 per cent in 1902, and from 80 to 90 per cent in 1903. Several animals inoculated with the disease in the government laboratories died of it within twenty-four hours. The discovery of a disease among cattle imported from Hongkong and the prevalence of such diseases as *surra* and *riinderpest* among the cattle of the other countries of the Orient from which cattle are exported to the Philippines emphasizes the need of a quarantine station for cattle at this port.

THREAT TO USR PLAGUE BACILLUS.

The special commissioner of the *Daily News*, in a message from Sofia, states that information has just come to hand which throws a lurid light on the intensity of the feeling against Turkish rule, which animates the revolutionaries and their leaders, and at the same time throws into sharp contrast Eastern and Western methods of agitation and revolution. The revolutionary leaders, he learns, have at the present moment in their possession a large quantity of Indian plague bacillus, with the due determination to infect Constantinople, Salonika, and even Berlin. "If, within a few days after this warning, they lay off," the Great Powers do not guarantee the execution of the Berlin Treaty, then we shall not die alone, for there shall follow us into the grave myriads of people in Europe—Europe, which has robbed us of our liberty. This dread means of achieving their objects threaten to adopt as a last resource."

THE STRANDING OF THE "SUMNER."

BOW LOW IN WATER.

The U. S. A. T. *Sumner* ran on a reef off the coast of Ambos Camarines some time during the month of July and she now lies opposite the pueblo of Mauban with several large holes in her bottom. Three of the bow compartments are filled with water and while there is no danger of her sinking, it will be necessary for the vessel to be conveyed back to Manila, and possibly towed with the assistance of her own steam. The transport is bow-low in the water.

Reports as to how the accident occurred are as yet meagre, says the *Cablenews*, but enough is known to warrant the statement that the transport must be taken to Hongkong and be repaired there in the drydocks before she can make her trip to New York. This will be at least two months' and possibly three. Major General George W. Davis and party, with many other prominent military officers were scheduled to return to the United States the latter part of this month on the *Sumner*, but this accident will upset all their plans. There is a bare possibility that the *Sumner*, now en route from San Francisco, may make the trip instead of the *Sumner*, but anything that is said about the proposed voyage is at this time mere speculation. The 5th Infantry, which should have sailed on the *Sumner*, may now return direct to San Francisco.

The 4th Infantry which arrived in the Philippines on the *Logan*, was transhipped in Manila Bay to the *Sumner* and she went south a few days ago to distribute the companies at various stations in that part of Luzon. She had put troops off at several places and was en route to Atimonan to drop Companies K and L, when she ran on the reef. The accident is believed to have occurred off Mauban or Daet. Apparently the accident occurred at partially low tide, because when high tide came in the vessel floated off the reef without incident further than the filling of the compartments where the immense steel plates had been punctured, and the setting of the vessel's bow. She now lies at Atimonan the transport should have sailed at Daet and there put off Companies J and M for that station and Companies A, B and C for Nueva Caceres, the capital city of Ambos Camarines, together with the headquarters, field staff and band of the regiment.

The *Sumner* being in the harbour yesterday (5th inst.) when the Chief Quartermaster of the Division received a telegraphic report of the accident, he issued "hurry orders" for that vessel to sail to the relief of the disabled transport. At the same time the chartered transports *Lal-loc* and *Prolexus*, which are in southern waters in the vicinity of Ambos Camarines, were given telegraphic orders to take the troops and supplies off the *Sumner* and continue the distribution which has been interrupted by the mishap, and pick up the troops of the 26th Infantry which are scheduled to return to the United States on the *Logan*, a duty which had been assigned to the *Sumner*.

Major James B. Alshire, who has just been relieved as Depot Quartermaster in Manila and who was in charge of the Army Transport Service here, should have returned to the States on the *Sumner*. When yesterday (5th inst.) concerning the mishap by a representative of the *Cablenews*, he confirmed the report and added that he felt no anxiety about the safety of the disabled transport. He said that while the accident will cause the departure of the *Sumner* via the Suez Canal, to be delayed, he did not believe there was the slightest chance of any other transport making the trip at this time. The *Logan*, the only other transport plying between the United States and Manila that is in the harbour, is scheduled to return to San Francisco and that she most undoubtedly would go by the Pacific Route.

Just how long a time will be required to repair the *Sumner* cannot be estimated until she is placed in drydock and the exact amount of damage done to her bottom ascertained; but in the opinion of Major Alshire, no matter how late she may be in sailing homeward, she will be the next transport to make the voyage to New York.

The *Sumner* has met with so many accidents of late that she is now regarded as the "hoo-doo" ship of the Army Transport Service. Her last trip from San Francisco incapacitated her refrigerating plant so as to delay her in Honolulu for a week and she had hardly left the Hawaiian metropolis when her ice-plant broke down again. When she arrived here all of her meats and vegetables had been thrown overboard, and while she was scheduled to return to the United States via the Suez almost immediately, she was compelled to lie here for repairs and the *Kippatrick*, which was stationed here as an emergency transport, was sent over that course in her stead.

It is believed that by the time the *Sumner* reaches Daet, the *Sumner* will have succeeded in making that port, and on this supposition the former transport has been ordered to proceed direct to that harbor. All particulars of the accident are expected to-day (6th inst.) by the Chief Quartermaster of the Division.

CADETS AND CANTONERS.

The following article from the *Straits Times* will probably be of interest to some of our readers:

It was the Government something in the neighbourhood of \$5,000 to send a Cadet to Canton for the purpose of his acquiring the Cantonese dialect on the spot, as it thus qualifying him for the Chinese Protectorate or any other department of the Straits Civil Service wherein a knowledge of some Chinese dialect is essential. The theory is that Chinese may not be acquired outside of China, and that practically thorough knowledge of one dialect is necessary before the student should attempt to learn another. China, as everybody in the East well knows, is literally speckled with dialects—all of them utterly different so far as the actual words whereof they consist are concerned, but all using the same written language. Therefore it comes about that whereas one man might use the word "which," as a relative pronoun, and another man would pronounce the word "that," the two men would use the same idiom in writing it. When the Cadet is sent to Canton, he has a delightful time of it as a rule, and his practical acquaintance for a term of years in his early manhood occasionally renders him different to his conferees when he returns to his own sphere. But then it is necessary that somebody in Government service should be able to understand and the language of the ubiquitous Chinaman; so it is somebody must. In this town alone, we have some 20,000 pigsties; ignorant Chinese coolies who are always getting themselves into trouble through their lack of knowledge. As Colonel Penfield explained the other day in his Report as Inspector General of Police, there is only one available dialect for Government who understand the dialects of the Hokien and when one of them has to explain a plan any trouble he might as well be explaining a clockwork during for all that any European or able official that he is ever likely to find, or able to understand, about his grievance. From this it may well be seen that it is absolutely necessary that certain officials should know Chinese. At this point the ques-

tion arises, why should the Cadet—a necessarily intelligent student, as the fact of his having passed into the Service attests—why should he have to be expatriated in order to pick up Cantonese? The answer to this has long been that he can learn the dialect in no more convenient locality. This is a statement that can now be refuted by facts. Some six weeks ago, Mr. J. A. Russell—a son of Mr. John Russell, the well known Director of the F. M. S. Government Press at Kuala Lumpur—presented himself before Mr. Hare, the Secretary for Chinese Affairs for the F. M. S. and the most eminent sinologue in the country, to undergo the regular examination for qualifying Cadets in Cantonese. Mr. Russell, who is not a Cadet, and is not yet twenty-one, succeeded in passing the written examination "with credit" and the oral examination "with great credit"—the examination having lasted a week. Now, Mr. Russell has never been East of the Peninsula, and is withal the youngest man—the first youth, one might say—who has passed the examination requisite to qualify Cadets in Chinese. It was unnecessary for him to do so, yet he did it "off his own bat" so to speak, and is now commencing the study of the Hakka dialect, which is the language almost entirely in vogue among the coolies and others who work in the mines of the Native States. So far as we can gather, Mr. Russell acquired all the Chinese he knows—written and conversational—in Kuala Lumpur. The knowledge that he there assimilated has more than satisfied the examiner. It would therefore seem plain to the most casual observer that what Mr. J. A. Russell (*act. XX*) has been able to accomplish on his own account—under no existing circumstances, and while earning his living at his profession during the day—might also be accomplished by a Cadet holding aspirations in that direction, especially if he had nothing else to do save to study, and were to be assisted in his studies by a Government whose object it is to produce Cadets with a knowledge of Cantonese, even at the cost of sending them to Canton to learn that dialect.

RAUB GOLD MINING CO.

GENERAL MANAGER'S REPORT, 1902-1903.

To the Chairman, Directors and Shareholders of The Raub Australian Gold Mining Company, Limited.

Gentlemen,—In submitting the following report upon the past year's operations at your mines and mills, it is necessary to premise that owing to the change of management which occurred about the beginning of June, there has been lacking continuity of system, which would render it easy to compare one year with another. Indeed, in many respects it has been found desirable to reverse previous practice. Arriving in what was a new country, both to my Mine Manager and to myself, and ignorant alike of the languages, of the several kinds of labour, and of the local conditions generally, we had to perform to proceed tardily at first with the work of reorganization, though the need for wholesale departure from the old grooves was obvious enough.

STAFF.

In no respect perhaps has there been greater change than in the number and personnel of the staff.

The *Engineering and Electrical Branch* tallied no less than nine Europeans, with salaries aggregating nearly £3,600 a year. More work is now done, and better done, by three Europeans costing £1,450, with the aid of three Europeans at £400.

The *Underground Staff* numbered twelve, and were paid over £3,500 per annum; they are replaced by three who receive £1,300. Some irresponsibility and anonymous comment has been made on the innovation here introduced of employing a certain amount of Chinese supervision in lieu of white control entirely. You need entertain no apprehension about it. The plan has now had nine months' fair trial, and we are more than ever satisfied of its complete success.

The *Battery and Cyanide Plant* occupied five Europeans at a total of £1,700 yearly. Operations are now carried on more satisfactorily by two for £675, with the help of Malay shift bosses.

General Management has varied but little in cost—four Europeans at £2,370 being followed by three who are paid £2,800.

The total economy in salaries amounts to about 50 per cent or considerably over £5,000 annually, and nearly equivalent to \$2 per ton.

LABOUR.

The labour question in these States is certainly not one to cause anxiety, either on the score of supply, quality or cost. It would be hard to imagine a country better off in this highly important respect. Underground, the Chinaman, taken all round, has absolutely no rival. He is hard-working and enduring beyond any other race—white, brown, or black—in this climate; he gives many evidences of ingenuity, and his love of gambling makes him prefer piecework. He has his faults of course, but he will steal anything and everything, and though he may have no use for it whatever, and there has been, as there always will be with any labour, some petty pilfering of gold. But this would be reduced to a minimum if the captures effected by our energetic Police Inspector were followed by more appropriate sentences from the Bench. Again, the Chinaman's anxiety not to allow other operatives detrimentally against a party of contractors—for example, the men of each "shift" insist on firing their own hoes, whether the hoes will be effective or not. But his little patience and trouble taken to instruct him. No better evidence of the capabilities of these Chinese miners could be wanted than the way in which they carried out the work of straightening and retimbering Koman Shaft, under conditions that the white miners would not face.

Since June, statistics have been carefully kept of the prices paid to contractors, and from these the following averages have been arrived at:

Sinking Main Shafts, \$57.50 (66s.) per foot.

Sinking Levels, &c., 24.00 (40s.).

Driving Levels, &c., 12.00 (20s.).

Driving Crosscuts, 8.00 (13s. 4d.).

Stopping, 2.10 (3s. 6d.) per ton.

Out of the gross sums earned, the contractors repay the Company for explosives and candles used, so that only the cost of steel and tools has to be added to the above figures.

With such prices ruling there is clearly not much economy to be gained in adopting air drills and importing white miners to use them.

The average wages earned by Chinese miners in contracts have been approximately as follows:

Sinking Main Shafts, 80 c. (1s. 4d.) per shift.

Winces, &c., 24 c. (4s.) of 8 hours.

Driving Levels and 65 c. (1s. 1d.) per shift.

Crosscuts, 8 c. (13s.) of 8 hours.

Stopping, 60 c. (1s.) per shift of 8 hours.

Out of engine-driven, sinkers, pumpmen, plamen and bracken, and the battery crew, mainly Malays, earning on an average a shade over 60 c. per eight hours. They were exceedingly well paid, and can be relied on always as a check upon the cheating propensities of the Chinese, in counting trucks and so on.

A few Kings are engaged on the electric plant and in the battery. Policing is done by Sikhs.

The main shaft on the 28th February was 277 feet deep, with sinking in full progress. The No. 4 level, at 140 feet, has been opened out and prepared for further substantial work. The main lode, cut in the Shaft, is being driven on N. and S. from the crosscut at this level, and though scarcely 20 ft. as yet, it is now a 20 ft. still fully 2 ft. thick and carries gold.

One winch (a) has already been pushed down from No. 3 at about 21 ft. S. of the shaft, and connected with No. 4. This carries the load

The lack of sympathy between the various races is of the greatest use, rendering control possible by a handful of Europeans.

WATER, TIMBER, &c.

Surface water is only too plentiful at all seasons, but causes considerable deposit in boilers. The mine water is not suitable for boilers or battery.

Timber adapted to ordinary mining and construction is fairly abundant within an easy radius, say 10 miles. Round logs, 16 ft. long by 8 in.

all the way, averaging 40 in. wide and 7 dwt. in value. A second winze (2) 200 ft. S. is 63 ft. down, with a lode averaging 48 in. and 5 dwt. And a third winze (3) at 150 ft. N. of the shaft had reached 57 ft. on a lode of 48 in. and 2 dwt. when it was suspended till the shaft should drain it; this has now taken place, and sinking is resumed. It will thus be seen not only that the most vigorous development work is proceeding at the lowest depth reached, but that strong and payable stone is being got ready for stopping, though it will probably be six to eight months before any need can arise for drawing mill supplies from here.

The No. 3 Level is at 240 ft.—A crosscut for 20 ft. W. from the shaft struck the main lode, and the level was then carried on this 600 ft. S. For almost 200 ft. the lode was well defined, 5 ft. wide, and worth 5 dwt., but it split at (d). The footwall branch was further driven on for 30 ft. to (e), where it ceases, having averaged less than 2 dwt. The hanging wall branch was driven on for about 20 ft. from (d), and then abandoned as worthless. Later, at (f), it was again reached by a crosscut of 15 ft. and was driven on (g), averaging for the first 100 ft. 3 ft. wide and 4 dwt. value, but afterwards fading in size and value, till it disappeared entirely. Coming back 40 ft., a crosscut (h) put in for 65 ft. E. to make sure nothing had been missed, cut a seam 12 in. wide, but very poor, and this was followed both ways until it died out.

Northwards the drive was extended 550 ft. to (i) having carried the lode up to about 470 ft., measuring 4 ft. to 5 ft. thick and worth about 4 dwt. The lode then cut out, and 80 ft. of subsequent driving has been fruitless.

Crosscuts were put in both E. and W., at the end of the lode. The latter found nothing. The former discovered the East branch (4) which at this point, was reported to be nearly worth 300; but no sample since has given 3 dwt., and after about 100 ft. of fruitless driving it has been stopped.

It may be mentioned in passing, that the "New Main Shaft" commenced by a former management, but scathingly condemned and stopped by the visiting Engineers who reported in 1901, was destined only to develop this proved worthless ground.

Stopping in the back of this level is in progress at various points between where the split occurred and 470 ft. N. The whole of the ground is being taken out up to the next level. For 150 ft. S. of (j) on the hanging wall branch we are also stopping.

The significance of this is intensified by the fact that the Special Reports, published nearly two years ago, virtually condemned this property on the prospects of this level. On the advice then given, it was practically abandoned, and a special "intermediate" level was driven at 200 ft. to take out the stone overhead. At this moment there is no less than 800 ft. in length of lode on this level, from the backs of which we are stopping out just as good average ore as any now being produced—in other words, the views expressed in the Special Reports of March and May, 1901, were just as maintained "300,000 tons of reserves in sight," quoted by the Annual Report of Feb., 1900, was wrong in the other; and the driving of the 200 ft. intermediate level was a needless waste of money.

The No. 2 Level at 150 ft. is reached by a crosscut of 45 ft. W. from the shaft. The lode was driven on for 1,400 ft. S. and 1,500 ft. N., connecting with the South and North Koman shafts respectively. All ground, both S. and N., except a section which is reached by the tunnel (h), has been long since taken out wherever it was payable, only apparently worthless ground being left.

At 70 ft. S. from the junction of the tunnel with the main lode, this latter has died out. Northwards the drive has been carried 300 ft. in all, a portion being a branch vein. At 240 ft. N. on the main lode, old workings were entered. The lode has ranged in width from 1 ft. to 5 ft. throughout, and has afforded a quantity of payable stone which has been a very useful help while we have been engaged on deep development work which should have been done years ago.

The existence of scattered lode matter and of old workings upon the crown and E. flank of Koman Hill, in positions precluding their identity with the lode or lodes hitherto worked by us, has induced us to undertake energetic prospecting in this region, which offers a splendid site for a Main shaft destined to prove the deeper ground, as must unquestionably be done sooner or later.

The West tunnel or adit (i) has extended eastwards a distance of 180 ft. to (m), and is still advancing. At the same time, a new adit or tunnel (n), has been driven from the E. side of the hill for a distance of 230 ft. At 170 ft. it cut a strongly healthy-looking lode 3 ft. thick and carrying gold, though not yet payable; and on a total of 50 ft. of driving N. and S. has been done. There is still some 200 ft. of ground to be covered between the two advancing tunnels, in which it is more than likely another lode will be found, as this is not sufficiently far to the W. to correspond with the old surface workings.

A further piece of work with the same object is the Crosscut (o), on the 140 ft. level, which has been prolonged E. to a total of 170 ft. up to which point it had discovered nothing.

The "surface prospecting" alluded to in Report for 28th February, 1902, at about a mile East of the Bukit Koman line of reef, has been resumed. Some 40 ft. of driving has been done northwards from the outcrop of a body of stone about 18 in. thick, with accompanying lode matter making nearly 4 ft. in all. This seems to be unquestionably identical with a similar occurrence which has been encountered at least two miles north in the Queensland Raub Co's mine. It has been described by Mr. Fisher in both cases as "a felsitic rock approaching in places a 'curite'"; and further he submits that it "may be a dyke," and states that it "shows very clearly powerful igneous alteration of the country." Some further development is necessary to settle these points conclusively, but at present I regard it rather as a quartz reef than as a dyke. It has given assays up to 2 dwt., and is being followed up. At the Queensland Raub end it was rich at the point of contact with the main lode, but deteriorated after a few feet. The "country" here is no longer slate but sandstone.

BUKIT HITAM.

(See sep. rate plan.) The Main Shaft is 290 ft. deep, including a sump or well of 30 ft.

The No. 3 Level is at 260 ft. There was no lode in this shaft at this depth, and a crosscut E. was driven 170 ft. At 140 ft. it encountered a "slide" or cross-course (a), carrying quartz; this was traversed diagonally for 30 ft., and was quite barren throughout. The main drive was then pushed S., following the true course of the lode as known in the level above. At 80 ft. it passed through the "slide" (about 5 ft. thick) and then picked up the lode which, at (b), was 15 in. wide and worth 5 dwt. It is now at 216 ft., and carries a lode of 8 in., and 4 dwt.

True lode. After 40 ft. this was considered as proved.

The No. 2 Level is at 160 ft. About 40 ft. of crosscutting E. from the shaft sufficed to strike the "slide" and at the same time the point of the lode (d). The lode has been followed S. for 480 ft. It was fairly continuous for the first 250 ft., averaging about 2 ft. wide, and yielding a good stone. For the next 150 ft. it narrowed considerably and became poor—12 in. to 15 in. wide and from 2 dwt. to nil—the stone having to be picked before sending to the mill. After a further 80 ft. of barren lode the work has been stopped.

A Winze (c) was sunk at 200 ft. S. of the shaft, to connect with the 260 ft. level for air and transport. This cut the lode, about 2 ft. wide, assaying 15 dwt. At 40 ft. down, the shoot was lost, and the small leader which we continued to follow to the next level only gave 1 dwt. or so occasionally.

It is a very important fact that the gold in this lode is confined within a "shoot" of stone ending at 250 ft. S. of the shaft on this level, and trending towards the "side," i.e. northwards, as it descends, so that it must be cut off in depth.

Above this level all ore has been long since removed, except a small wedge at (j), which is of very good grade, and is now being taken out.

From this level, at 60 ft. S., a winze (g) has been sunk to the next level, 10 ft. off the lode, thus necessitating crosscutting to pick it up, one at 26 ft. down, and the other at 62 ft. The lode in these is now being stopped and averages about 2 ft. and 10 dwt.

The level has been driven N. for 150 ft. to (h), on the true course, as indicated by a seam of rotten slate; but, there being no lode matter, it is now stopped.

From the shaft, a crosscut E. has met the E. branch (i) at 150 ft. It has been an ill-defined and worthless body, and after 50 ft. of fruitless work, has been abandoned.

This same lode has again been struck in a diagonal crosscut, on the same level, at a point (k) about 120 ft. further N., and driven on to (l), 300 ft. N. of the shaft. There is lode or lode-matter all the way, but it is universally worthless.

West of the shaft, on the same level, a crosscut has been driven 340 ft. to (m), without discovering anything.

The No. 1 Level is at 100 ft. This has been driven S. for 495 ft. from the Old Engine shaft to (n). For about 350 ft. of this distance it has been stopped out overhead most completely. Beyond that, there is nothing to stop. With the exception of making No. 2 Air Shaft secure for ventilation and as a timber pass, this level has been abandoned, rails have been pulled out, and the ground has been allowed to fall in. Should there have existed any new make of stone beyond the face (n), it would have been reached by No. 2 level, which is ahead of No. 1, and would meet the "shoot" at an earlier point.

At the N. end of this level, at 220 ft. N. of the Old Engine shaft, the influences of the slide are very marked, the lode having split up in all directions, and finally pinched out both in length and in the backs.

A curiosity in mining engineering is a winze (No. 1) which is sunk from this level for 60 ft. on no lode whatever, and comes down at least 55 ft. away from either level below—the result of mining without a plan.

From a point (p), at 115 ft. back from the end, a crosscut has been advanced 114 ft., and in conjunction with a crosscut E. between (o) and (q), has proved that no lode exists behind (o) of the slide. On the S. side of the slide and 160 ft. S. of (o), we are taking out a small parcel of ore.

A glance at the accompanying longitudinal section will show most clearly how the incidence of the slide or cross course at the N. end and the pitch of the shoot at the S. end combine to restrict the possible mining area in Bukit Hitam to very small limits. All our prospecting work outside these limits has been fruitless, and it has been of such a nature as practically to preclude the chance of any ore better than the encouragement that has rewarded us here. True, much of what ore we have had has fortunately been good, and has been won at a profit, despite the outlay on boilers and pumps necessitated by the collapse of the Cornish pumping engine, through its having been erected on "made" ground. But the probable further life of Bukit Hitam mine may be measured by months.

Of Bukit Jellis, which lies to the north again of N. Bukit Koman, no plan is submitted, because, notwithstanding that considerable work has been done there, and a good few tons of low-grade ore won, the water since 1898 has never been got down below 150 ft. in the shaft, which is said to be 350 ft. deep.

Remarks on this Mine in previous Reports are a condensation. The 1898 Report gave "20,000 tons ready to break and send to the mill," and the 1900 Report announced 12-dwt. stone at the bottom of the 350 ft. shaft; yet up till June, 1902, only a few hundred tons of very poor ore (much of it scraped from the hillside) had been milled, and no steps had been taken to unwater the shaft. Here is said to be a mine sunk on to 350 ft., with levels and crosscuts at 50, 150, 250 and 350 ft., and of which the Special Reports in March and May, 1901, said "It offers great inducement."

"It offers great inducement" because the chances of good discoveries are high. It seems one of the likeliest places on the property to find a new body of ore, &c., &c., and only "lacking to draw out the want of that pump, which the very article is brought on the property and appropriated to another shaft, a mile away, which has not been sunk 40 ft."

When Koman, which is so very much more important in every way, has been properly provided for, renewed efforts will be made to learn the truth about Jellis. Meantime it remains idle.

Slaps is the Malay name which has been given to a spot lying to the north of Bukit. Had it been called "Swamp" it would be better described. It is not a stone, nor is it a mine, nor even a shaft—for a water-hole 40 ft. deep cannot be dignified by such a term; though it will probably make an excellent well in dry seasons, as it will drain a few acres of morass. Above it has been erected a giant headgear—but with no bit, and no connection with the railway—and alongside are winding and pumping engines, with their foundations below permanent water level. Such a reckless waste of money is not often surpassed.

Bukit Nibong is the beginning of a similar piece of folly, but has not gone so far in the matter of equipment.

A Table of Development Work is appended, showing an aggregate of 7,739 ft. If this is somewhat less than the figure for 1901 (8,616 ft.) the work has been of a much more useful and lasting kind. The total exceeds that of 1902 by 1,650 ft., and that of 1899 by 2,200 ft.

Average monthly tonnage milled (excluding broken months)

when both mills were running

(March to July) 3,235 tons

Do. do. Electric Mill

only (October to February) 3,307 "

Average milling duty per stamp

Steam Mill 1.37 "

Do. do. Electric

Mill (before alterations) 2.63 "

Average milling duty per stamp

(since alterations) 3.57 "

Average milling cost per ton

Steam Mill \$3.00

Do. do. Electric

Mill (before alterations) \$2.25

Average milling cost per ton

Electric Mill (since alterations) \$1.14

MILLING.

During almost the whole of the first half of the year, milling operations were carried on both in the old 20-head steam battery at Raub and in the new 40-head electrically driven battery at Bukit Koman. From investigations made soon after my arrival (July), however, I was led to advise discontinuance of the former, with its attendant extra cost, and I intimated that the 40-head mill could be made to do practically as much work as the whole 60-head had previously done, with great contingent advantages in control, cost, and recovery. It will be seen from the subjoined table that this promise has been substantially redeemed.

For the convenience of one of your Subsidiary Companies—the Eastern Lode Syndicate—the steam mill has kept going on their stone till all had been crushed; it was then shut down and dismantled. A considerable yield of gold (nearly 500 oz.) was obtained from the old plates, and these were finally melted down and sold for about £100. The battery itself, which was quite worn out and past repair as a gold mill, was ultimately also sold at a very fair price for treating tin tailings. Even to give it away would have been a highly profitable transaction.

Unfortunately the Raub Mill had scarcely been put out of use when a breakdown at the Power Station also stopped the Koman Mill, and for 55 days no ore was crushed. Still the output (31,727 tons) does not compare bad with the previous year (38,224 tons), when both batteries were running full time.

The milling records kept until June last have been meagre in the extreme, and they afford no real information whatever.

When we resumed crushing after repairing the Power Station it was under fresh provision, and proper accounts became possible.

The subjoined figures for the closing period of the year covering five lunar months (less one week), may be interesting for comparison with what is done at other mines—

Tons milled, 15,572, being an average of 3,278 tons per lunar month.

Average time used, including plate-dressing and clean-ups, 2.12 days per lunar month.

Average duty per stamp per 24 hours, 3,175 tons.

Of the Amalgam Recovered—

33.6 per cent. has come from the boxes.

27.7 " " " " " " " "

28.9 " " " " " " " "

9.8 " " " " " " " "

The Yields of Sponge Gold from Amalgam have been—

Boxes, 4.8 per cent. Plates, 30.5 per cent.

Wells, 3.2 " " " " " " " "

In smelting the sponge gold, the average loss has been 3%, the melted gold amounting to 97%, and being in the proportion of 36.6% of the amalgam. In this connection, it may be mentioned, that in no instance has the monthly average been lower than 34.32% since the battery has come under the present control, whereas previously it never exceeded 33.63%, and the average has been 31.23%, falling in one instance to 23.38%. This discrepancy of over 5 points (or about 15%) in the recovery of bullion from amalgam does not readily admit of explanation.

The fineness of the gold has averaged 914.1. Average recovery by amalgamation has been 5.8 dwt. per ton, being 7.28% of contents. Mercury loss: .553 oz. per ton milled, or 2.15 oz. per oz. gold bullion.

Concentration is effected in two ways—the more valuable mineral being caught on blanket strikes, and the less valuable by huddles. Blanketings amount to 1.05% of the weight of stone milled, and show an average assay 20.68 dwt. per ton, which is equivalent to .218 dwt. per ton milled, or 7.84% of the total value contained in the milling dirt.

Buddlings aggregate 2,538% of the weight, and assay 10.72 dwt., equal to .263 dwt. per ton milled, or 3.76% of the value. Concentrates thus total 3.59% of the weight, and give an average assay of 4.81 dwt. per ton milled, or 6.6% of the value.

Tailings assays have a mean of 1.555 dwt. or 1.498 dwt. per ton milled, and constitute 20.52% of the original value of the stone. From October, 1900 to July, 1901, they averaged 2.35 dwt., and from August, 1901 to April, 1902, 1.92 dwt. It is recorded in March, 1902, that a month's sampling showed tailings assays over 3 dwt. per ton when the mill was run at 100 drops per minute, and that by lowering the speed to 76 drops the assay was reduced to 2 dwt. Since October, we have been running at about 92, and the assay has averaged less than 1 dwt., though we have had only one buddle in operation.

Milling cost, averaged on the last 5 months' figures, are given in detail below—

Power (90% of total cost of Power Station and transmission) \$1.01

Mill cost, including 4 Assayer and 4 Engineer \$25.30

Labour—Breaker \$6.88

" Grinders \$3.78

" Feeders \$3.98

" Odd (occasional Carpenter, &c.) 1.45

" Blankets \$6.04

" Buddles \$1.65

" Assay Office (half) 2.06

" Maintenance and Stores 7.51

Grand Total \$124.14

At \$12 to the £ this is equivalent to about 15 s. 11 d. per ton. It cannot be considered excessive under the circumstances, automatic arrangements being conspicuously absent, and impossible of introduction owing to faulty design. Men have to be employed to take down the ore on the breaker grizzlies, to shovel it into the battery bins, to rake it into the feed shoots, &c., &c., and less than 60 being engaged where at most 3 should suffice. The duty or capacity of each stamp also is only a trifling over 3 tons per 24 hours, whereas only 5 is accomplished in modern milling. In fact a great opportunity has been missed for establishing a record for milling cost—lower than that of any other battery in the world running less than 100 stamps. It must not be forgotten that the figures given above include all our employed on cyanide plant.

Sufficient time has not yet elapsed to afford particulars of life or duty of dishes, dies, &c., &c. Reverting to the concentrates, it will be seen that about 35 tons per month of first quality, worth about 1 oz. per ton, and 80 tons per month of second quality, value 100 s., are collected. The latter, being stored until a profitable way of treating them, can be found. The former have to some extent been subjected to cyanidation on more or less experimental lines, and in all some 35 tons have been so dealt with, affording results as follows—

Assay, Com. Ass. Com. Theoretical, Actual.

T. dwt. per ton. T. dwt. per ton. T. dwt. per ton. T. dwt. per ton.

1st run to 120 230 232.4 15.99 90.50 100 110 49.34

2nd run to 120 230 232.4 15.99 90.50 100 110 49.34

3rd run to 120 230 232.4 15.99 90.50 100 110 49.34

4th run to 120 230 232.4 15.99 90.50 100 110 49.34

5th run to 120 230 232.4 15.99 90.50 100 110 49.34

6th run to 120 230 232.4 15.99 90.50 100 110 49.34

7th run to 120 230 232.4 15.99 90.50 100 110 49.34

8th run to 120 230 232.4 15.99 90.50 100 110 49.34

9th run to 120 230 232.4 15.99 90.50 100 110 49.34

10th run to 120 230 232.4 15.99 90.50 100 110 49.34

11th run to 120 230 232.4 15.99 90.50 100 110 49.34

12th run to 120 230 232.4 15.99 90.50 100 110 49.34

13th run to 120 230 232.4 15.99 90.50 100 110 49.34

14th run to 120 230 232.4 15.99 90.50 100 110 49.34

15th run to 120 230 232.4 15.99 90.50 100 110 49.34

16th run to 120 230 232.4 15.99 90.50 100 110 49.34

17th run to 120 230 232.4 15.99 90.50 100 110 49.34

18th run to 120 230 232.4 15.99 90.50 100 110 49.34

19th run to 120 230 232.4 15.99 90.50 100 110 49.34

20th run to 120 230 232.4 15.99 90.50 100 110 49.34

21st run to 120 230 232.4 15.99 90.50 100 110 49.34

22nd run to 120 230 232.4 15.99 90.50 100 110 49.34

battery started. The earlier portions contain much mercury, and stibnite occurs among the sulphides, both being drawbacks to cyanidation.

The first run of the cyanide plant brought itself to an end by the liquors becoming so foul that neither dissolution nor precipitation could be carried on any longer; and that was the situation at the date of my arrival. After some experiments, the method of treatment was radically altered, with greatly improved results, the per cent actual recovery being increased from 47 to 62, though the material carried 63 dwt. per ton less gold. Moreover, the improvement is not all shown in the above figures, no account having been taken of the gold contained in the slurry zinc which was returned to the boxes to collect more.

The more recent portion of the bl-anketings, not yet having undergone oxidation to any extent, will probably fail to be as amenable to ordinary cyanide treatment. It is intended to experiment further with them in other directions, on arrival of a competent chemist now on his way.

At the same time attention will be given to the buddlings—now amounting to between 1,500 and 2,000 tons, and representing something like \$40,000 in value. And, besides these, there are a few hundred tons of the heaviest tailings at the old Raub mill which are likely to repay treatment in capable hands.

But it needs little argument to show that the separation of these concentrates for further treatment (representing less than 4 dwt. per ton milled, and only about 6% of the total value contained in the original ore) and neglecting the tailings (which account for 14 dwt. of loss and constitute 20% of the total value) is proceeding on entirely wrong lines, and renewed efforts under better auspices will be made to encompass a satisfactory scheme for dealing with the future tailings as produced, dispensing with concentration, and employing practically no labour.

PLANT AND MACHINERY.

The past year has seen a very heavy expenditure on plant and machinery.

At Koman, the main shaft had to be re-sunk and re-timbered for over 70 ft. from the surface, due to its having been badly located in the first place, and the edge of steep ground which has slid down, carrying the shaft with it. Advantage was taken to erect a new ore bin alongside the headgear, saving fully 80% of the cost of transport to the mill. Greater steaming capacity had to be provided for the pumps, and these latter had to be re-fixed.

Hitam Pumping Engine being erected on a waste heap, has sunk out of position to the extreme limit of its ability to continue working, and new steam pumps have had to be provided in anticipation of its refusing duty at any moment. This has also meant doubling the boilers.

The Pumping Engine at South Koman broke its crank, and temporarily necessitated adapting bailing tanks to the winding engine. One of the locomotive engines has been fitted with a new boiler.

Considerable replacement of worn-out pulleys, cams, stems, tappets, &c., has had to be provided for the battery, and the need of a new water service tank has been forced on us by the bad construction of the old one.

The concentration of work at Koman has called for a transference and reorganisation of the fitting shops, electric power replacing coolies on the lathes, shaping machines, grindstones, forge bellows, &c.

A new dry amble store has been constructed in Koman Hill, and electric light has been furnished to it as well as to the shops, shafts, bins, &c.

The Offices and Stores, and most of the European dwelling, have been also removed to the principal centre of operations.

The destruction of our power plant at Simpan involved us in very heavy cost for rebuilding the machinery and house. Our neighbours, tailings have also compelled us to make extensive settling-dams at the head of our pipeline.

RETURNS.

The total output of gold bullion for the past year has been 11,319 oz., equal to a trifle over 63 dwt. per ton. This brings the grand total recorded production to 109,102 oz., equivalent to 11.97 dwt. per ton run and milled. In this sum, no account is taken of the gold contents of about 4 oz. to the ton, nor of a large quantity of old tailings at Raub, which it is hoped may be successfully treated at an early date.

In connection with the lower returns per ton for the past four months, it is interesting to note that out of 25 crushings between 189

THE Admiralty have ordered his Majesty's gunboats *Britomart* and *Bramble* to be recommissioned at Hongkong with new crews for a further service of three years in the East.

THE *Jiji* publishes a Tientsin dispatch, stating that the Russian authorities have engaged the thousand more Chinese coolies in Tientsin to be sent to Manchuria. Two thousand coolies were sent towards the end of May. Chinese coolies now employed by the Russian authorities in Manchuria are estimated number no fewer than 250,000.

ONE of the latest proclamations issued by the new Viceroy of the Kwang Provinces is with a view to preventing the export of wild buffaloes from Kwangsi. When the owner of one of these animals is short of ready money and his only available asset is this loved animal, mud and water he is to lead it to the district magistrate who will give him 5 taels for the beast and when the proceeds of the sale have come to hand the temporary loan is to be repaid.

THE number of exhibits lately received for Philippines exhibit at St. Louis World's Fair reaches the figure of 400, consisting how so far only of collections of no more than provinces. A few provinces, like Ilocos N. Leyte, Marinduque, Pangasinan, and Negros, have according to notice prepared a preliminary exposition in their respective capitals. The number of exhibitors has passed 100 while the number of exhibits is now 15,000. The Exposition Board is confident that the public and public officials will respond to its earnest appeal and help to make Philippines Exhibition in St. Louis the most successful success.

RAMES David, book-keeper at the Kowloon Hotel, and Abdul Kareem, ice cream vendor, residing with him at No. 8, Austin Road, London, related at the Magistracy this morning that at about 3.30 a.m. yesterday he heard noise in his room, and on getting up to see Chinaman trying to break open his trunk. He immediately rushed at him, but the latter made for the balcony, and ere long was seen in the street. He gave chase, but was directed by his neighbor to report the matter at the station, which he did. At 4.30 he returned home after a fruitless chase, and making a search found that watches, an umbrella, a pair of silk slippers, a penknife were gone. An hour or two later the thief was caught at Yaumati with articles in his possession, and was sent by Mr. Kemp this morning to four months' hard labour.

An interesting case has recently engaged the attention of the British Court at Bangalore. It is a case in which the learned Chief Justice Mr. W. J. Archer having before him a judgment brought by the Chartered Bank of India, Australia and China against Kwang Long and Kwang Lee Hoo. The plaintiffs claimed Ticals 107,803 and interest at the rate of 7 per cent annum being money lent promissory notes. The first defendant had an account claimed current with the plaintiffs for the same promise. The second defendant which was alleged, to have been the second defendant firm. The answer of the first firm was that it was not subject to jurisdiction of the British Court only one of three partners being a British subject. The answer of Khoo Yi Seng, manager, was, while he admitted personal liability he denied that he bound or intended to bind his partner. After considerable argument judgment was given dismissing with costs the claims against the firm Kwang Seng Lee and Kwang Lee Hoo, in so far as the partners who were British subjects were concerned. The plaintiff found liable was Khoo Yi Seng, who had previously admitted his liability and accepted judgment against himself.

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